



July 2021

Planning Justification Report

**Applications to Amend the Town of Caledon
Official Plan and Zoning By-Law 2006-50**

**Wyndham Holdings Inc.
15728 Airport Road
Town of Caledon**

**Town File Nos.:
OPA: POPA 2021-0006
ZBA: RZ 2021-0012**



Table of Contents

1.0 Introduction	4
2.0 Subject Lands	6
3.0 Proposed Development	8
3.1 Pre-Consultation	9
4.0 Planning Framework.....	11
4.1 Provincial Policy Statement (2020)	11
4.2 Provincial Growth Plan (2020)	17
4.3 Greenbelt Plan	20
4.4 Region of Peel Official Plan (RPOP)	22
4.5 Town of Caledon Official Plan (TCOP)	28
4.6 Caledon Zoning By-Law (ZBL).....	38
5.0 Draft Amendments	41
5.1 Official Plan	41
5.2 Zoning By-Law	41
6.0 Technical Reports.....	43
6.1 Urban Design Report	43
6.2 Hydrogeological Study	43
6.3 Geotechnical Report.....	44
6.4 Functional Servicing Report	44
6.5 Noise Impact Study	44
6.6 Transportation Impact Study.....	45
6.7 Arborist Report	46
6.8 Phase I Environmental Site Assessment.....	46
6.9 Waste Management Plan	46
6.10 Healthy Development Assessment	46
6.11 Business Plan	47
7.0 Planning Opinion and Conclusions	49



1.0

Introduction

1.0 Introduction

Wyndham Holdings Inc. (“Applicant”) is the owner of the subject lands located at 15728 Airport Road in the Town of Caledon. The lands are located on the southwest side of Airport Road, north of Cranston Drive and south of Hilltop Drive in Caledon East.

Wellings Planning Consultants Inc. was retained by the Applicant to provide planning advice, and to prepare and file applications to amend the Town of Caledon Official Plan (“TCOP”) and Zoning By-law No. 2006-50 (“ZBL”) to facilitate the development of the subject lands for a three (3) storey “Seniors Retirement Facility” as defined in the implementing Zoning By-law.

This Planning Justification Report has been prepared in support of these applications.



2.0

Subject Lands

2.0 Subject Lands

The subject lands are located on the southwest side of Airport Road (Regional Road 7) between Hilltop Drive to the north and Cranston Drive to the south. The site is approximately 0.96 hectares (2.4 acres) in area having approximately 96.5 metres of frontage on Airport Road, and a depth of approximately 99.7 metres.

The site is relatively flat and landscaped and is currently occupied by a single-detached dwelling with two accesses to Airport Road.

The subject lands are designated '*Rural Service Centre*' on Schedule 'D' – Regional Structure of the Region of Peel Official Plan ("RPOP") and '*Low Density Residential*' on Schedule 'D' – Caledon East Land Use Plan of the TCOP. The lands are zoned '*Rural Residential*' (RR) under the ZBL and are also subject to the Provincial Policy Statement ("PPS"), A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), and the Greenbelt Plan.

The site is located within Caledon East (Schedule A – Town of Caledon Land Use Plan). Airport Road is a designated '*High Capacity Arterial*' (Schedule J – Long Range Road Network) which extends the entire length of the Town of Caledon and continues south to Toronto Pearson International Airport. The closest major intersections are Regional Road 22 (Old Church Road)/Regional Road 7 (Airport Road) to the north and Regional Road 12 (Olde Base Line Road)/Regional Road 7 (Airport Road) to the south.

Airport Road contains a mix of uses, with commercial uses northwest of the subject lands towards the downtown area, ranging from one (1) to three (3) storeys in height. A three (3) storey mixed-use building is located approximately 0.5 kilometres northwest of the subject lands on Airport Road.

The neighbourhood is primarily composed of one (1) and two (2) storey single-detached dwellings. Caledon East Public School lies adjacent to the southwest. New subdivision development is proposed on the northeast side of Airport Road. The existing low density and low-rise development forms fronting Airport Road will likely continue in the short-term, however, over the longer term, it is expected that height and density will gradually increase to support the '*High Capacity Arterial*'.

A summary of surrounding uses of the subject lands includes:

- **Northeast:** Agriculture and open space.
- **Southeast:** Agriculture and open space, single-detached dwellings, and open field belonging to Caledon East Public School.
- **Southwest:** Single-detached dwellings and Caledon East Public School.
- **Northwest:** 'Foodland' commercial plaza, with additional retail and convenience stores and single-detached dwellings.

A map showing the location of the subject lands is shown on **Schedule 1** of this report.



3.0

Proposed Development

3.0 Proposed Development

The Applicant is proposing to demolish the existing single-detached dwelling to allow for the construction of a three (3) storey Seniors Retirement Facility (“facility”). The facility proposes a total of 127 units which includes a mix of unit types and levels of care, including 26 ambulatory care, 21 memory care, and 80 one and two-bedroom independent living units. The independent living units will contain kitchenettes which include a microwave, small fridge, and sink. Shared dining facilities are provided for residents, along with amenities including games rooms, library, hair salon and shared seating in common areas.

The proposed “H-shaped” building will have a total footprint at grade of 3,219.9 m², representing approximately 33% coverage. The proposed landscaped areas consist of a total of 4,506 m² including a courtyard amenity area.



The building has been sited close to the street line along Airport Road providing a strong street edge with appropriate landscaping. The main entrance is located on the southeast side of the building, visible from the street.

A total of 45 surface parking spaces are proposed including three (3) barrier-free spaces. Landscaping, outdoor amenity areas and setbacks provide for appropriate separation from adjacent residential uses.

The proposed parking standard of 0.3 spaces per bed is sufficient for the proposal. Most residents will not own or drive a car. Based on a similar care facility operated by the Applicant in Ancaster, it is expected that less than 10% of the residents will drive. A shuttle bus will be made available to the residents for local shopping needs and excursions. It is anticipated that shared parking arrangements would be made to accommodate overflow for special events (e.g. adjacent school). Similar arrangements are in place for the Ancaster facility.

From an employment standpoint, the facility will provide a maximum staff complement of 30 employees. A full staff complement would be available between the hours of 7:00 AM – 7:00 PM. Between the hours of 7:00 PM – 11:00 PM, 15 staff members are anticipated while for the hours between 11:00 PM – 7:00 AM, 5 staff members are expected.

A site plan showing the proposed layout and configuration of the proposed facility is included as **Schedule 2** of this report.

3.1 Pre-Consultation

The Applicant attended pre-consultation meetings with Town and Regional staff on March 14, 2019 (File No. PRE 18-0174) and May 7, 2020 (File No. PRE 20-0064).

The pre-consultation identified the reports and plans required to be completed and submitted in support of the applications. The required studies and plans have been completed and are included with the submission.



4.0

Planning Framework

4.0 Planning Framework

This section provides a review of the applicable planning policies.

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides development and land use policy direction on matters of Provincial interest. It establishes policies to support the enhancement of quality of life through land-use planning.

Policies of the PPS represent minimum standards, providing latitude for planning authorities to address community-specific matters of importance. As required under Section 3 of the *Planning Act*, all land use decisions must “be consistent with” the PPS.

To achieve the PPS vision for strong, liveable and healthy communities, the PPS states as follows:

*“Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. **These land use patterns promote a mix of housing**, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel...”*

4.1.1 Policies

Managing and Directing Land Use

Section 1.1 provides guidance for managing and directing land use.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting **efficient development and land use patterns**;*
- b) *accommodating an appropriate affordable and **market-based range and mix of residential types** (including **multi-unit housing** and **housing for older persons**) to meet long-term needs;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to **achieve cost-effective development patterns**, optimization of transit investments, and standards to **minimize land consumption and servicing costs**.*

The proposed development represents *intensification* as defined by the PPS and is a cost-effective form of development that minimizes land consumption and makes efficient use of existing municipal infrastructure. The proposed development will provide housing for older persons, contributing to the range and mix of residential types in Caledon East.

Settlement Areas

Section 1.1.3 of the PPS provides direction for Settlement Areas. Settlement Areas are considered “*built up areas where development is concentrated and which have a mix of land uses.*” The subject lands are within a Settlement Area (Caledon East) as defined by the PPS.

1.1.3.1 Settlement Areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and*
- e) support active transportation.*

The proposal provides a built form that efficiently utilizes land through ‘*intensification*’. As an infill form of development, the proposal will also make efficient use of existing water, hydro, road, and public service facilities.

The proposed development supports active transportation by locating a residential use close to commercial uses (e.g. ‘Foodland Plaza’), providing residents with convenient access to groceries and services. The subject lands are also located approximately 0.5 km from the Caledon Trailway and the Caledon East downtown area, providing additional amenities within walking distance.

It should be noted that while there are several traffic calming measures including ‘SLOW’ pavement markings and pedestrian crossing signs, there are no designated crosswalks or signalized intersections in proximity to the ‘Foodland’ plaza. In order to cross the road safely, residents would be required to travel northeast along Airport Road, and cross at the Caledon Trailway signalized pedestrian crossing. The Traffic Study completed by Paradigm assumes that the EA currently underway for Airport Road will result in road improvements, including a traffic signal at the entrance to Caledon East Public School at Airport Road, which would assist in safe pedestrian crossing. Should that improvement not occur, a pedestrian-activated signalized crosswalk along the street frontage of the commercial plaza should be evaluated by the Town to enhance the convenience and safety of existing and future residents.

Housing

Section 1.4 of the PPS establishes provisions for housing, including ensuring an appropriate range and mix of housing.

1.4.1 “To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

The proposed development will provide the Town of Caledon with additional housing options that contribute to the range, mix and densities of housing currently available and assist the Town in maintaining their ability to accommodate the residential growth required over the 15-year time horizon, particularly for an aging demographic.

Section 1.4.3 provides additional direction to achieve housing objectives.

*1.4.3 **Planning authorities shall provide for an appropriate range and mix of housing options and densities** to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) permitting and facilitating:*
 - 1. **all housing options required to meet the social, health, economic and well-being requirements** of current and future residents, including **special needs requirements and needs arising from demographic changes** and employment opportunities; and*
 - 2. **all types of residential intensification**, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and*
 - d) promoting densities for new housing which **efficiently use land, resources, infrastructure and public service facilities**, and support the use of active transportation and transit in areas where it exists or is to be developed.*

The proposed development is an appropriate form of intensification that provides housing for older persons, defined as ‘special needs’ housing by the PPS. The mix of unit types accommodates a range of supportive housing options to meet the social, health and well-being requirements of residents in the community the demand for which will increase as the elderly population grows. The proposed density makes efficient use of land and infrastructure in a location which offers options for active transportation.

Transportation Systems

The PPS identifies density and a mix of uses as contributors to efficient transportation systems.

- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that **minimize the length and number of vehicle trips and support current and future use of transit and active transportation.***

The TCOP provides context regarding public transit, stating that ‘*while the Town is not currently served by transit, it is working with Peel Region to identify transit opportunities*’. The proposed development is a form of intensification along a ‘*High Capacity Arterial*’ that will be supportive of future transit options.

Paradigm’s Transportation Impact Study (TIS) (February 2021) notes that the site’s sidewalk connections to Airport Road provide direct pedestrian access to the internal courtyard and building. Additional recommended Transportation Demand Management (TDM) measures include pedestrian amenities such as benches, lighting and weather protection are provided for in the proposal.

New development adjacent to existing and/or planned corridors and transportation facilities should be compatible and supportive of the purposes of the corridor.

- 1.6.8.3 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The subject lands are located adjacent to Airport Road, one of nine corridors in the Town of Caledon designated as ‘*High Capacity Arterial*’. These are intended to “*serve high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will provide access to major attraction centres*” (Policy 5.9.5.2.9.(b)(ii), TCOP).

A single site access is proposed, eliminating one access point, and restricting left turns from this site, thus minimizing impacts to the efficient function of Airport Road. Further, the TIS forecasts minimal conflict between delivery/waste collection vehicles and traffic using Airport Road.

Sewage, Water and Stormwater

Intensification and redevelopment are promoted in areas with existing servicing.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development represents intensification and will be connected to existing municipal sewage and water services.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

The Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc. (March 2021) confirms that the proposed development will meet stormwater management standards. Stormwater management measures will account for uncontrolled localized flows, and water runoff will be treated prior to release into the Airport Road ditch right-of-way. Erosion and sediment controls will also be implemented and maintained during construction.

The usage of green infrastructure and low impact development features, including green roofs, permeable pavement, and rainwater harvesting are recommended by the Functional Servicing and Stormwater Management Report, and will be considered at the site plan stage.

Section 2.2. of the PPS contains policies to protect water quality and quantity. The following policies are relevant to this proposal:

2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:
f) implementing necessary restrictions on development and site alteration to:
1. protect all municipal drinking water supplies and designated vulnerable areas;

- i) *ensuring stormwater management practices minimize stormwater volumes and contaminant loads and maintain or increase the extent of vegetative and pervious surfaces.*

Schedule O: Wellhead Protection Areas of the TCOP appears to show the subject lands as being within the 'Wellhead 25 Year Protection Area'. The Hydrogeological Report completed by C.F. Crozier & Associates (October 2020), utilized 'Ontario's Source Protection Information Atlas' and determined that the subject lands are outside of the '25 Year Wellhead Protection Area' and that the proposed development will not adversely impact the municipal well drinking water source.

As previously noted, the Functional Servicing and Storm Water Management Report confirms that storm water management practices will minimize water volume and contaminant loads.

Human Made Hazards

The PPS requires assessment, and remediation, where contaminants may be present.

- 3.2.2 *"Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects."*

The subject lands were assessed for environmental contaminants by Pinchin Ltd., in a Phase I Environmental Site Assessment (ESA) (May 14, 2018). The investigation was conducted in compliance with current accepted practices and found no evidence to suggest subsurface contamination. Based on the Phase I ESA findings, a Phase II ESA was not required.

4.1.2 Conclusion

The proposal is consistent with the PPS. The development provides an efficient use of land and available infrastructure at an appropriate scale and density, and the development contributes to the diversity of available housing stock by providing special needs housing for older adults. This appropriate form of intensification will help to sustain a healthy community, meeting the social and health needs of residents as they age.

There were no environmental or hydrogeological concerns identified by the Phase I ESA or the Hydrogeological Report. Additionally, the Hydrogeological Report found that the subject lands do not fall within the '25 Year Wellhead Protection Area' as per 'Ontario's Source Protection Information Atlas' and that the proposed development will have no adverse impacts on municipal water sources.

4.2 Provincial Growth Plan (2020)

The proposal is subject to the policies of the Provincial Growth Plan, 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020' ("Growth Plan").

The Growth Plan provides policies for the management of population and employment growth. All planning decisions must "conform to" the Growth Plan.

Similar to the PPS, the policies of the Growth Plan represent minimum standards, and the plan encourages decision-makers to go beyond minimum standards where appropriate.

The Growth Plan vision statement refers to ensuring a sufficient housing supply reflective of the market demand within the Greater Golden Horseshoe (GGH) and makes a commitment to protect the Greenbelt while undertaking efforts to achieve *'complete communities with access to transit, employment and housing.'*

The Growth Plan acknowledges that since it was first introduced, development has shifted to a more compact development pattern, with a greater variety of housing options and notes that the pace of growth expected in the GGH requires balancing growth and demographic demands with environmental protection. The growing senior demographic is acknowledged in the Plan as follows:

"People over the age of 60 are expected to comprise over 25% of the population by 2041, which will result in the need for more age-friendly development that can address their unique needs and circumstances. This will include a more appropriate range and mix of housing options, easier access to health care and other amenities, walkable built environments, and an age-friendly approach to community design that will meet the needs of people of all ages."

The Growth Plan contains guiding principles which promote intensification, flexibility, and recognition of diversity which include the following:

- ***Support the achievement of complete communities*** that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- ***Support a range and mix of housing options***, including additional residential units and affordable housing, to serve all sizes, incomes, and **ages** of households.
- ***Protection and enhancement of natural heritage, hydrologic, and landform systems, features, and functions.***

4.2.1 Policies

Where and How to Grow

The Growth Plan includes policies that encourage development within settlement areas and built-up areas, the establishment of complete communities, and making more efficient use of underutilized lands and available infrastructure. As the Growth Plan states; *“building more compact greenfield communities reduces the rate at which land is consumed.”* With the intent to optimize existing urban land supply, the Growth Plan explicitly provides an *‘intensification first’* approach to development, with less dependence on continuously expanding the urban area.

Section 2.2.1 speaks to managing the growth of municipalities within the GGH.

2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the base majority of growth will be directed to settlement areas that:*
 - i) *have a delineated built boundary;*
 - ii) *have existing or planned municipal water and wastewater systems; and*
 - iii) *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i) *delineated built-up areas;*
 - ii) *strategic growth areas;*
 - iii) *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv) *areas with existing or planned public service facilities.*

Further to the above, ‘Complete Communities’ are defined by the Growth Plan as:

*“Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that **offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living**, including an appropriate mix of jobs, local stores, and services, **a full range of housing**, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”*

The subject lands are located within the *‘built-boundary’* and the *‘settlement area’* of Caledon East. The lands have access to existing municipal water and wastewater systems and are served by existing public service facilities, as defined by the Growth Plan.

The proposed development will contribute to the housing mix, providing housing options for older adults with access to goods and services in keeping with a *‘Complete Community’*.

The Growth Plan requires local and regional municipalities to undertake integrated planning to manage forecasted growth that will:

- 2.2.1.3 c) *provide direction for an urban form that will **optimize infrastructure**, particularly along transit and transportation corridors, to support the achievement of complete communities through a **more compact built form**.*

“Compact Built Form” is defined in the Growth Plan as:

“A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure...”

The proposed development represents a ‘Compact Built Form’. The proposal efficiently utilizes serviced land along a ‘High Capacity Arterial’ corridor through ‘intensification’ and adds to the mix of land uses within the neighbourhood.

Section 2.2.1.4 supports the achievement of complete communities that:

- a) ***feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;***
- c) ***provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;***
- d) ***provide for a more compact built form and a vibrant public realm, including public open spaces.***

The proposed development will contribute to the mix of land uses by providing a compact built form allowing residents of Caledon East the option to ‘age-in-place’.

The proposed development will also contribute towards a vibrant public realm by including pedestrian sidewalks throughout the development and maintaining a strong street-presence. The Urban Design Brief, prepared by ABA Architects dated March 31, 2021, notes that *‘the location of the proposed development enforces the building as a gateway landmark building that welcomes residents and visitors as they enter and exit the Town of Caledon via Airport Rd’.*

Housing

Section 2.2.6 of the Growth Plan provides direction on housing, as follows:

1. *“Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) **Support housing choice** through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. Identifying a **diverse range and mix of housing options and densities**, including second units and affordable housing to meet projected needs of current and future residents;

As previously described, the proposed development contributes to the achievement of the diversity and density targets set out in the Growth Plan, providing housing for older persons in a compact built form, and supporting ‘housing choice’.

4.2.2 Conclusion

The proposed development conforms to the Growth Plan 2020. The proposal will provide an appropriately intensified development along a ‘*High Capacity Arterial*’, contribute to a ‘*Complete Community*’, provide a compact built form, and add to the mix of housing. The proposal will enhance housing choice for older persons.

The development also results in the optimization of land by ensuring efficient utilization of existing infrastructure. The type, scale and transition of development is appropriate in the context of Airport Road, and compatible with the planned function of the Airport Road Corridor.

4.3 Greenbelt Plan

The subject lands are within the Greenbelt Plan Area. The Greenbelt Plan, 2017 is a Provincial plan for the GGH that acts as a cornerstone to ‘*identify where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape.*’

The Greenbelt Plan requires that all planning decisions within the Greenbelt “conform to” the Plan. The policies of the Plan also represent minimum standards.

The Greenbelt vision is a broad band of permanently protected land which:

- *Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;*
- *Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized;*
- *Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and,*
- *Builds resilience to and mitigates climate change.*

4.3.1 Policies

The subject lands are within the ‘Protected Countryside’ designation, which includes three geographically distinct policy areas: ‘the Agricultural System, the Natural System and Settlement Areas’. The site is within Caledon East, identified as a ‘Town/Village’ on Schedule 1 to the Plan. Section 1.4.1 of the Plan states:

“Generally, this Plan does not apply to lands within the boundaries of Towns/Villages and Hamlets. Official plans will continue to govern land use within these settlement areas based on policy direction provided by the Growth Plan.”

The Greenbelt Plan provides a description of the functions of ‘Settlement Areas’. Section 3.4.1 establishes that Settlement Areas, which include Towns/Villages and Hamlets, “support and provide significant economic, social and commercial functions to prime agricultural areas and rural lands.” The Greenbelt Plan describes Towns/Villages as having the “largest concentrations of population, employment and development” and tend to be the “central settlement areas for their respective municipalities.” The Plan envisions that ‘Towns/Villages’ will continue to evolve and grow in keeping with their existing character.

Section 3.4.3, Towns and Villages establishes that:

“Towns/Villages are subject to the policies of the Growth Plan and continue to be governed by official plans and related programs or initiatives and are not subject to the policies of this Plan, save for the policies of sections 3.1.5, 3.2.3, 3.2.6, 3.3 and 3.4.2.”

Sections 3.1.5, 3.3, and 3.2.6, which deal with the agri-food network, parkland, and natural heritage connections respectively, are not applicable to the subject lands.

Policy 3.2.3 requires the protection of water quantity and quality, inclusive of ‘Key Hydraulic Features’ such as ‘Wellhead Protection Areas’. The proposed development will not adversely impact Wellheads, as the subject lands are located outside of the ‘25 Year Wellhead Protection Area’ as defined in ‘Ontario’s Source Protection Information Atlas’. Additionally, the proposed development complies with the required Wellhead Protection Policies of the RPOP and TCOP,

as identified within the Hydrogeological Report prepared by Crozier and Associates in support of the proposal.

Soil fill and removal will be conducted in accordance with Policy 3.4.2 (7).

4.3.2 Conclusion

The proposal conforms to the Greenbelt Plan. The proposed development is located within a 'Town/Villages' designation (Caledon East). Development within this designation is subject to the Growth Plan and Regional and Local Official Plans. Additionally, with respect to Policy 3.2.3 of the Greenbelt Plan, no unacceptable adverse hydrogeological impacts were identified within the Hydrogeological Report prepared by Crozier.

4.4 Region of Peel Official Plan (RPOP)

The RPOP is the Region's land use planning document that guides development and balances the diverse interests of the community. The RPOP provides a long-term policy framework for decision making and sets the regional context for more detailed planning. The RPOP recognizes the planning duality in Peel Region with the urban nature of Brampton and Mississauga, and the primarily rural Town of Caledon.

The overall goals of the RPOP as set under Section 1.3.6 are summarized as follows:

- *Create healthy and sustainable communities;*
- *Recognize and preserve ecosystem features, and enhance environmental wellbeing;*
- *Recognize the importance of a vital, competitive, and diverse economy; and*
- *Support growth and development in a sustainable manner.*

'The Role of the Regional Official Plan, as reflected in the principles contained in the Regional Plan, is to provide broad high level, long-term policy direction on matters related to the environment, resources, regional growth, regional structure, and regional services.'

4.4.1 Policies

Schedules

The RPOP identifies the subject lands in various schedules as follows:

- Schedule D: Regional Structure – **Area with Special Policies and Rural Service Centre**
- Schedule D1: Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use

Designations – **Rural Service Centre Outside ORMCPA**

- Schedule D3: Greenbelt Plan Area Land Use Designations – **Rural Service Centre, Outside ORMCPA, Inside Greenbelt Area**
- Schedule D4: The Growth Plan Policy Areas in Peel – **Built up Area and Greenbelt**
- Schedule E: Major Road Network – **Major Road**
- Schedule F: Regional Road Mid-Block Right-of-Way Requirements – **45 Metres**

The RPOP also identifies the subject lands in various relevant figures as follows:

- Figure 2: Selected Areas of Provincial Interest – **Rural Boundary**
- Figure 4: Population and Employment Growth in Peel Region – **Population Growth of 21,000 between 2021 and 2031**
- Figure 7: Population Age Structure in Peel Region – **Approx. 4% Increase in Population Age 65+ between 2021 and 2031**
- Figure 13: Wellhead Protection Area in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) – **25 Year Time of Travel Zone**
- Figure 14: Oak Ridges Moraine Conservation Plan Area (ORMCPA) Partial Service Areas - **Caledon East Settlement Area**
- Figure 17: Annual Minimum New Housing Unit Targets by Area Municipality – **28% Market Rental and Affordable Ownership for Caledon**

Settlement Area – Rural Service Centre

Chapter 5 of the RPOP establishes the Regional Structure, establishing broad planning goals objectives and policies for the Region and identifying and prescribing a general policy framework for the Urban and Rural Systems. The subject lands are part of the Rural System, which includes lands identified on Schedule 'D' as a '*Rural Service Centre*' as set out under Section 5.4. The General Objectives for lands within the Rural System are set out under Section 5.4.1 General Objectives of relevance to this proposal are:

- 5.4.1.2 To recognize the *integrity* and characteristics of existing communities in Peel.
- 5.4.1.3 To promote healthy rural communities that collectively contain living, working and recreational opportunities, and respect the natural environment and resources.
- 5.4.1.4 To maintain and enhance the quality of the Rural System while allowing choices in alternative rural lifestyles.
- 5.4.1.7 To provide for the needs of *Peel's* changing age structure and allow opportunities for residents to live in their own communities as they age.

The proposed development is consistent with these objectives, providing living and working opportunities in Caledon East in a designated settlement area. Section 5.4.1.7 particularly recognizes the need for housing and support within communities to allow residents to remain in the community.

Consistent with provincial policy, Section 5.4.2.2 directs growth within the Rural System to ‘*Settlement Areas*’ which are intended to focus and contain urban growth, and within which growth and development is governed by the applicable local Official Plan.

5.4.2.6 Ensure *development* proposals within the Rural System are consistent with the objectives and policies in this Plan and the applicable policies in the *area municipal official plans*, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.

The policies of the TCOP will be addressed in the next section of this report.

Sections 5.4.3 provides specific policies with respect to Rural Service Centres, which includes Caledon East, establishing that each Service Centre will include a wide range and mix of land uses and activities. Section 5.4.3.2 directs the Town of Caledon to address specific matters for Rural Service Centres in its Official Plan:

5.4.3.2.4 Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan addressing the following:

- a) The intended role, function and distinct character of each Rural Service Centre;
- b) The population and employment forecasts for the year 2031;
- c) The Regional greenfield density and intensification targets;
- d) The policy requirements of the Greenbelt Plan for lands within Towns/Villages and Hamlets in the Protected Countryside;
- e) The minimization of crime using such approaches as Crime Prevention Through Environment Design (CPTED) Principles; and
- f) Other relevant issues.

The TCOP is in conformity with the RPOP. The policies of the TCOP will be addressed in the following section of this report.

The proposed development is located within a ‘*Settlement Area*’ (‘*Rural Service Centre*’). The proposal will provide housing for older persons contributing to the range and mix of housing and provide the opportunity for residents to remain in Caledon East as they age.

Managing Growth and Intensification

Chapter 4 is entitled Regional Forecasts and sets out forecasts for residential and employment growth in the Region. Policy 4.2.2.5 of the RPOP directs the utilization of population forecasts of Table 3, which includes projections for the three municipalities of Peel to the year 2031, to determine land and housing needs.

The RPOP projects an increase of older persons (age 65+) over the next decade (2021 to 2031) as shown in Figure 7 of the RPOP as part of its overall growth. To accommodate forecasted

growth, the RPOP requires a minimum annual increase in market rental and affordable ownership of 28% (Figure 17, RPOP).

The proposed development will contribute towards the accommodation of population growth by providing housing for older persons.

The general objectives of growth management from Section 5.5.1 of the RPOP are as follows:

- *‘Optimize the efficient use of land and planned and existing infrastructure by directing growth in the form of intensification to built-up areas;*
- *Support complete communities that are compact, include a mix of uses, and accommodate people at all stages of life.’*

General policies intended to attain the above goals are provided in Section 5.5.2.

- 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

Section 5.5.3 sets out more specific policies aimed at achieving these targets, including requiring a minimum of 40% of the Region’s annual residential development to occur within Built-Up Areas, increasing to 50% beyond 2026 and allocating a minimum of 1,500 units to the Town of Caledon to 2031.

The subject lands are within the *‘Built Up Area’*. Intensification is proposed to efficiently utilize serviced lands and contribute to achieving the required minimum of 40% residential development within the *‘Built-Up Area’*.

Housing

Section 5.8 focuses on Housing policies, acknowledging the critical role that housing plays in the quality of life for residents. Achieving a supply of accessible and appropriate housing of all types to meet projected demographic and housing markets is a stated goal of the Plan.

General housing policies of the Region as provided within Section 5.8.2 include:

- ‘Maintain a supply of land for development, redevelopment and intensification;

- Encourage and support municipalities to plan for a range of densities and forms of housing, enabling Peel residents to remain in their communities;
- Collaborate with the development industry and others to encourage and promote compact forms of development and intensification; and
- Work with municipalities to achieve an annual minimum of 35% market rental and affordable ownership housing.

The *Peel Region Growth Management Policy Directions Report* (May 2020) indicates that intensification targets, particularly in the Town of Caledon, are difficult to achieve due to the availability of designated greenfield land and the market demand for ground-related dwellings. The proposed development will contribute to achieving intensification targets in Caledon.

Additionally, the proposed development will contribute to the range of densities and forms of housing in the community, enabling members of the community to remain in the community as they age.

Section 5.8.6 encourages area municipalities to develop policies supporting special needs housing and specifically:

5.8.6.2.2 Encourage the area municipalities to explicitly identify *special needs housing* as permitted uses in residential or other suitably zoned lands where appropriate in area municipal zoning by-laws.

Consistent with the PPS, special needs housing includes housing units where individuals may require social support and/or accessibility modifications. Retirement Homes are not permitted as-of-right in any of the zones within Caledon. The proposed Zoning By-law Amendment would place these lands in an appropriate zoning category to permit special needs housing.

The Region of Peel Housing Strategy, *'The Future of Housing is About More than Just Housing, 2018'*, describes the growth rate of the senior's population as far exceeding available seniors' housing stock.

Between 2001 and 2016, the Peel population aged 55 and older increased by 113.3%, and the population 85 years and older increased by almost 200%. This trend is continuing.

With an outpacing demand, in 2017 Peel Region experienced a '*capture rate*' of only 3.3% for seniors housing. This means that only about 3.3% of seniors have access to '*Seniors Residence/Housing/Accommodations*'. Though many seniors choose to remain in their own homes, the demand for special needs housing continues to grow.

The proposed development services the strong demand for ‘*Seniors Housing*’ in the Region. With ‘*Rural Service Centres*’ being the only locations within the Town of Caledon that can accommodate ‘*Seniors Housing*’, the subject lands are an appropriate opportunity to provide such use. The proposed development will add 127 seniors’ units to the total available ‘*Seniors Housing*’ in Peel Region.

Active Transportation

Section 5.9.10.2 sets out the policies of the Region regarding active transportation which includes encouraging land uses which foster and support active transportation.

The proposed development will include 26 ambulatory care units, 21 memory care units and 80 retirement living suites. Recognizing that residents within the ambulatory care and memory care units will require more support and be less mobile than those living in the retirement living suites, a large segment of residents will be able to take advantage of active transportation options, particularly walking.

The proposed development fosters and supports active transportation for those residents who are physically able and active, with convenient amenities including nearby commercial uses and the Caledon Trailway.

Water

Figure 13 of the RPOP appears to identify the subject lands as being within the ‘*25 Year Time of Travel Zone*’ with respect to wellhead protection. Policy 2.2.10.4.20 states that ‘*vulnerable surface and ground water areas, including wellhead protection areas, shall be protected from development that may adversely impact the quality and quantity of such water.*’

The proposed development is not a prohibited or restricted use identified by Policies 2.2.9.3.27 or 2.2.9.3.28 within the ‘*25 Year Time of Travel Zone*’ designation. Further, based on a review of the *Ontario’s Source Protection Information Atlas*, the Hydrogeological Study confirms that the subject lands are outside located of the ‘*25 Year Time of Travel Zone*’. Additionally, no unacceptable adverse impacts to the quantity or quality of ground or surface water were identified within the Hydrogeological Report.

4.4.2 Conclusion

The proposed development conforms to the RPOP. The proposal will provide an intensified development within the ‘*Settlement Area*’ and ‘*Built-Up Area*’ of the Caledon East Rural Service

Centre. Additionally, the proposed development can be serviced by existing water and sanitary services along Airport Road, and the development contributes towards meeting the housing policies and population targets as outlined in the RPOP.

4.5 Town of Caledon Official Plan (TCOP)

The TCOP is the Town's principal land use planning document that guides development and balances the diverse interests of the community.

The overall goals and objectives of the Plan, and the policies to achieve them, are guided by three principles as set out under Section 2.2 - Principles, Strategic Direction and Goals; the protection and enhancement of natural and cultural heritage resources, fostering communities which meet residents' diverse needs and fiscal sustainability.

Section 2.2.2 b) provides overall direction for Settlement Patterns within Caledon, described as "a community of communities", recognizing the historic development patterns and the unique character of individual settlement areas. As stated in this section, "A hierarchy of settlement areas will be maintained as the focus for future growth, and growth will be managed so that the majority of new residential and employment development will be concentrated in the Rural Service Centre Settlements of Mayfield West, Bolton and Caledon East."

Section 2.2.3 establishes the goals which "provide the context within which the policies in this Plan should be interpreted." The goals applicable to this proposal are summarized as:

- *Establish a growth pattern that maximizes the overall quality of life of residents.*
- *Protect and steward ecosystems in the Town.*
- *Establish a settlement structure that enhances the existing "community of communities", optimizes orderly development and convenient access to services for residents.*
- *Achieve a mix and range of housing options that meet community needs; and*
- *Allow development in a manner that optimizes municipal services.*

'The role of the Town of Caledon Official Plan is to determine the strategic local policy directions and the detailed policies for the municipality, in conformity with the overall strategic directions of the Regional Plan.'

4.5.1 Policies

Schedules

The TCOP identifies the subject lands in various schedules as follows:

- Schedule A: Town of Caledon Land Use Plan – **Caledon East – Refer to Schedule D**
- Schedule A1: Town of Caledon Town Structure – **Rural Service Centre**

- Schedule D: Caledon East Land Use Plan – **Low Density Residential, within Settlement Boundary**
- Schedule J: Long Range Road Network – **High-Capacity Corridor**
- Schedule O: Wellhead Protection Areas – **25 Year Protection Area**
- Schedule P: Land Use Designations – **Settlement Area outside Oak Ridges Moraine**
- Schedule S: The Greenbelt in Caledon - **Settlement Area**

The TCOP also identifies the subject lands in various relevant figures as follows:

- Figure 1: Growth Plan Policy Areas in Caledon – **Caledon East Defined Built Up Area**
- Figure 16: Caledon East Secondary Plan – **2021 Settlement Boundary**
- Figure 17: Caledon East Conceptual Pedestrian Network – **Adjacent to Pedestrian Linkage**

Settlements

Section 4.0 of the TCOP builds on the principles set out in the introductory sections of the Plan and establishes the Town's Structure, acknowledging the role that Provincial Plans and policies play in determining where growth can and cannot occur. The hierarchy of settlements is intended to implement the Town's growth strategy by clearly establishing the role and function of each settlement type. Caledon East is designated as a Rural Service Centre on Schedule A1 of the TCOP.

Policy 4.1.1.3.1 describes the role and function of 'Rural Service Centre Settlements' as follows:

- a) *Rural Service Centres – **compact, well-integrated rural towns on full piped water and sewer services.** Rural Service Centres are designated as the **primary growth areas** for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the **Rural Service Centres will be the focus for the majority of new residential** and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, **the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.***
- b) *The Rural Service Centres are Mayfield West, Bolton and Caledon East.*

Specific policies applying to Rural Service Centres are found in Section 5, Land Use Policies, of the Plan. Section 5.10 confirms the hierarchy of settlements, describing Rural Service Centres as:

- 5.10.3.2 a) *Rural Service Centres – compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a large geographic area of the Town.*

Policy 5.10.3.23 establishes locations where retirement projects will be permitted:

5.10.3.23 *Adult lifestyle and retirement projects will only be permitted in Rural Service Centres and Villages. Appropriate community, health and social services must be available, and applications for these proposals will generally include:*

- a) *A marketing study which is specific to the project and identifies the demand for the project;*
- b) *A social, recreational and medical services plan for the project;*
- c) *A facilities plan which covers the phasing of facilities and services;*
- d) *A transportation/transit plan related to the residents' needs, both short and long-term; and,*
- e) *A plan for both the short and long-term implementation and maintenance of the above facilities and services."*

Policy 5.10.4.4.1 provides an overview of the Caledon East Rural Service Centre.

5.10.4.4.1 *Caledon East has been designated as a Rural Service Centre and will serve as a focus for growth and service provision in the central part of the Town. Caledon East is also the administrative centre for the Town as a whole. In addition to the Town's administrative office, Caledon East is the location of major educational, recreational and commercial facilities. In order for Caledon East to fully realize the Rural Service Centre function, an appropriate range of opportunities related to service provision, housing mix and employment are necessary. The provision of these opportunities has been addressed in a comprehensive manner in the Caledon East Secondary Plan.*

The subject lands are within a 'Rural Service Centre' (Caledon East). The TCOP specifically recognizes that the 'Rural Service Centres' are 'emerging urban communities' resulting in the evolution of their character over time. Rural Service Centres are identified in the Plan as the appropriate location for projects such as a Seniors Retirement Facility.

Appropriate studies identified through the pre-consultation process have been completed and included as part of the submission.

Further growth management policies specific for Caledon East are found in the Secondary Plan, addressed later in this report.

Growth Management and Intensification

Intensification within the 'Built-Up Area' that is compatible with existing residential neighbourhoods is encouraged.

4.2.1.3.1 ***"Caledon will encourage intensification within the built-up area and undelineated built-up areas shown on Figure 1 of this Plan and will work to overcome barriers to intensification, where consistent with Section 3 of the Provincial Policy Statement.***

4.2.1.3.3 Caledon will permit and encourage compatible forms of intensification in existing residential neighbourhoods and the rural area such as Apartments-in-Houses, coach houses (apartments above garages), and duplexes in accordance with Section 5.10.3.14 of this Plan.

4.2.1.3.4 To 2031, the minimum amount of residential development allocated within the built-up area shall be 1,500 units.”

The proposal represents intensification within the ‘Built-Up Area’ and will contribute to achieving the residential targets. Compatibility with the existing neighbourhood has been addressed through building design and orientation, providing appropriate setbacks from the adjacent residential uses. On the north side, the building face is minimized and the internal courtyard features landscaping and passive seating areas. On the south side, parking and a landscaped strip are proposed along the side lot line with an extensive setback to mitigate any overlook concerns and to minimize the impact of the parking area. Loading areas have been located at the rear of the building, adjacent to the school. Stone and brick building materials are proposed, reinforcing the residential character of the building.

Intensification is generally permitted within the ‘Built-Up Area’, subject to the following policy:

5.10.3.14 Residential intensification will generally be permitted in settlements where:

- a) The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community:*

There are no environmental or heritage features associated with the site. The proposed development will be compatible with surrounding uses as previously reviewed in this report and further described within the Urban Design Brief prepared by ABA Architects and submitted along with this proposal.

- b) The existing and planned services in the community can support the additional households; and,*

The subject lands are located along Airport Road which has existing water and sanitary services available that can support the proposed development as detailed in the Functional Servicing Report (Crozier).

- c) *The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.*

The demand for housing for older adults is expected to grow as reflected in the demographic forecasts shown in the RPOP, Figure 7, which shows an expected increase in the elderly population (age 65+) between 2021 and 2031.

Housing

Section 3.5 of the TCOP establishes policies focusing on housing throughout the municipality, and Section 3.5.1 sets the basis for those policies, acknowledging the significant role that housing plays.

3.5.1 Introduction

The Town recognizes the need to create opportunities for a diverse range and mix of housing types, densities and tenure to provide for the current and future needs of a diverse population. The housing policies that follow reflect the unique nature of the Town of Caledon's rural-based community as well as acknowledge the pressures of a transitioning urban landscape. With changing demographics and an increasingly diverse population, Caledon is seeking unique solutions to address housing needs for all income levels including affordable and special needs housing.

Policy 3.5.3.1 provides direction for the location of new housing as follows:

- 3.5.3.1 *In conformity with the Strategic Direction of the Plan, the majority of new housing shall be located in settlements where full water, sewer, and community support services can be provided in an effective and efficient manner.*

With respect to diverse housing types and tenure, and special needs housing:

- 3.5.3.5.1 *A full range of housing types and densities will be planned as an integral part of each Rural Service Centre.*
- 3.5.3.7.1 *The Town will encourage special needs housing such as housing for the elderly and shelters, in locations with convenient access to existing or planned infrastructure, amenities and support services.*

The proposed development contributes to the range of housing in Caledon. The proposed location has access to existing infrastructure, nearby amenities and support services.

Sustainability

Policy 3.1.2.2 of the TCOP states that a sustainability objective of the TCOP includes:

“To ensure that new development and redevelopment promotes and integrates the principles of sustainability.”

Sustainability policies of note include the following:

- 3.1.3.9.4 *Proponents of new development shall be encouraged to minimize the percentage of impervious surfaces as well as adopt Low Impact Development (LID) or similar standards so as to reduce rates of surface water flow and run-off.*
- 3.1.3.11.3 *The Town shall encourage land stewardship activities, such as reforestation, naturalization of public and private lands and low-maintenance landscaping that will have positive air quality benefits.*

Low Impact Development (LID) features such as grass swales, permeable pavement areas and bioretention are described in the Functional Servicing and Stormwater Management Report prepared by Crozier for consideration at the site plan approval stage.

As detailed in the Arborist Report prepared by Hill Design Studio, many of the existing trees to be removed are in poor health. The landscape plan includes 50 new trees and low maintenance plantings consistent with this policy.

Water and Ecology

Section 7.13.4.3.3.2 of the TCOP states:

“Applications for development in the Protected Countryside shall be accompanied by a stormwater management plan which demonstrates that:

- a) Planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;*
- b) Where appropriate, an integrated treatment approach shall be used to minimize stormwater management flows and structures through such measures as lot level controls and conveyance techniques such as grass swales; and,*
- c) Applicable recommendations, standards or targets within watershed plans and water budgets are complied with.”*

The Stormwater Management Report includes detailed measures such as underground storage and the use of bioswales to ensure stormwater quality and quantity meet acceptable standards.

Caledon East Secondary Plan

Section 7.7.1 provides a description of Caledon East as a rural town serviced by full piped water and sanitary services, and which has developed from a small, local centre to a larger service centre. Caledon East is described in the Plan as the administrative centre for the Town as a whole and the location of major educational, recreational, and commercial facilities as well as community services such as policing. As such, it is appropriate to provide additional uses, such as the proposed facility which complement the community and are compatible with the surrounding land uses.

Objectives of Caledon East within Section 7.7.2 include:

- *Create a compact community that maintains the character of the surrounding rural landscape;*
- *Make effective use of land, services and facilitate pedestrian and vehicular access;*
- *Integrate within the community by providing a diverse mix of housing types and encouraging innovative housing;*
- *Create streetscapes that enhance the character of Caledon East;*
- *Integrate the commercial and institutional/recreational areas of the community.*

The proposed development is a compact built form that makes efficient use of urban serviced land and will integrate a new housing type into the Caledon East community. The building will enhance the streetscape by providing a 'landmark status' frontage along the street edge as noted in the Urban Design Brief. The location adjacent to the existing school and along a significant transportation corridor creates an appropriate integration of land uses.

Community Design

Design principles for Caledon East may be summarized as follows:

- *Create the appearance of a rural small town, focused on a commercial core consisting of a traditional 'main street' along Airport Road;*
- *Airport Road is a 'High Capacity Arterial', with inter-regional traffic. Development should be oriented toward the street, and back lotting discouraged;*
- *Arterial roads will be the focus of mixed-use and higher density development.*

The design of the proposed development has regard for the Comprehensive Town-Wide Design Guidelines prepared by MBTW/WAI (2017). While the site is outside of the Study Area for the Caledon East Streetscape Guidelines (1994), the proposal is in keeping with many of the design principles addressed in those guidelines. The development is oriented to the '*High Capacity Arterial*' (Airport Road), which is intended to be the focus of higher density development. The three storey building is at a scale that aligns with a traditional small-town main street.

Commercial Core

Section 7.7.3 provides the structural concept for Caledon East. Potential residential intensification in close proximity to the Commercial Core is envisioned to maximize pedestrian access to facilities and services. Airport Road is considered a 'Main Street' of Caledon East.

Policy 7.7.5.3.8 states that: *"Senior citizen housing and other similar uses will be encouraged to locate in close proximity to the commercial core."*

The subject lands are approximately 0.5 kilometres from the designated 'Commercial Core Area', and across the street from the designated 'South Commercial Area'. The proposal is in keeping with the policy which encourages senior citizens' housing, and other similar uses to locate in proximity to the Commercial Core.

Intensification

With respect to intensification, the below policy applies to the subject lands:

7.7.5.1.3 Notwithstanding Section 5.10.3.14, residential intensification in Caledon East will only be permitted in close proximity to the Commercial Core Area.

The proposal represents residential intensification in close proximity to the Commercial Core Area.

Servicing and Lighting

With respect to site servicing, the following policies are of note:

7.7.16.1 All new development within the Caledon East Settlement Area as identified on Schedule D shall be serviced by municipal sanitary and storm sewers, municipal water, hydro and other utilities. The design of these services shall comply with the current Town standards and with the standards of the various public and private utilities concerned.

The proposed development will utilize existing services along Airport Road, and adheres to current Town standards, as confirmed by the Functional Servicing and Stormwater Management Report prepared by Crozier.

- 7.7.16.4 *All development proposals must be accompanied by a Servicing Report which provides the detailed design and implementation of required stormwater, water and wastewater servicing to the satisfaction of the Town of Caledon, the Region of Peel and the TRCA.*
- 7.7.16.6 *Where soil and water table conditions are suitable, on-site infiltration of stormwater will be required. Where stormwater, such as road drainage, may have the potential to contaminate groundwater or surface water, the stormwater will be treated to remove contaminants prior to infiltration or discharge to surface waterbodies.*
- 7.7.16.7 *Lighting in new development areas shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility of the night sky.*
- 7.7.16.8 *All new development shall be encouraged to implement water conservation techniques.*
- 7.7.16.9 *No final approval will be given to developments within the Secondary Plan Area until such time as the necessary stormwater, piped water and sanitary sewer facilities to serve the proposed development are available.*

The proposed development submission is accompanied by the Functional Servicing and Stormwater Management Report which includes detailed designs and implementation plans for servicing. On-site infiltration of stormwater is proposed, as well as on-site treatment prior to drainage into the Airport Road ditch right-of-way. Additionally, the proposed development may include water conservation and sustainable stormwater management techniques, including rainwater harvesting, green roofs and bioswales, to be considered at the site plan approval stage. A lighting plan for the proposed development will also be completed at the site plan approval stage to ensure that lighting impacts are minimized.

Greenbelt Plan

Section 7.13.3.4.2 of the TCOP provides the following direction for 'Settlement Areas' within the Greenbelt Area.

"Municipalities are encouraged to continue their efforts to support the long-term vitality of these settlements through appropriate planning and economic development approaches which seek to maintain, intensify and/or revitalize these communities. This includes modest growth that is compatible with the long-term role of these settlements as part of the Protected Countryside and the capacity to provide locally-based sewage and water services."

The subject lands are located within the Caledon East Settlement Area. Intensification and redevelopment within settlement areas are encouraged to accommodate growth. The proposed

development is compatible with surrounding uses, as previously addressed, and can be accommodated by municipal services.

Proposed Redesignation: Institutional

The proposed facility is not currently permitted and will therefore require an Official Plan Amendment. It is proposed that the subject lands to be redesignated from ‘*Low Density Residential*’ to ‘*Institutional*’, which includes ‘senior citizens’ homes’ as a permitted use. The policies governing Institutional lands are set out under Section 5.6 of the Official Plan. Objectives of the ‘*Institutional*’ designation, provided in Section 5.6.1, include:

- a) *“To ensure that adequate institutional, educational and cultural facilities for all interest groups can be provided;*

As previously discussed, the proposed use is compatible with the surrounding uses. The adjacent school property does not present any compatibility concerns, and the building orientation with landscaping and a significant building setback ensure a compatible interface with the adjacent residential uses. Appropriate buffers between the proposed development and the single-detached home to the south are provided through spatial separation and landscaping.

Official Plan Amendments

Section 6.2.3 of the TCOP contains policies regarding Official Plan Amendments (OPAs). Section 6.2.3.3 states:

“When considering an application to amend the Official Plan, the Town shall consider the following matters:

- a) *The policy statements and regulations of the Government of Ontario;*
- b) *The need to conform to Provincial Plans;*
- c) *The conformity of the proposal to the principles, goals, objectives, and policies of the Regional Official Plan;*
- d) *The conformity of the proposal to the principles, strategic direction, goals, objectives, and appropriate policies of the Town of Caledon Official Plan; and,*
- e) *Other matters as deemed appropriate.”*

The proposed development is consistent with the PPS and conforms to the Growth Plan and the Greenbelt Plan. Furthermore, the proposal conforms to the goals, objectives, principles, and policies of the RPOP, as previously reviewed in this report.

The proposed development also generally satisfies the principles, strategic directions, goals, objectives, and policies of the TCOP. The OPA required to redesignate the subject lands to ‘*Institutional*’ is in keeping with the goals and policies of the TCOP, recognizing that the proposal is an appropriate and compatible use adjacent to a school and low-density residential. The

proposal will contribute to the achievement of intensification, and satisfy the growth, residential, and servicing policies and objectives of the TCOP.

4.5.3 Conclusion

The proposed development requires an OPA to redesignate the subject lands from ‘*Low-Density Residential*’ to ‘*Institutional*’. The proposed development maintains the general intent of the TCOP. The proposed development will provide an appropriate form of intensification and development within the ‘*Settlement Area*’, ‘*Built-Up Area*’ and ‘*Rural Service Centre*’ and will contribute to the range and mix of housing options available in the community. The subject lands are in proximity to the ‘*Commercial Core Area*’ and on a ‘*High Capacity Arterial*’, which provide an appropriate location for senior’s housing and intensification. The proposed development is compatible with surrounding uses in terms of height, density, and land use, and conforms to the growth and development policies of the TCOP.

4.6 Caledon Zoning By-Law (ZBL)

The Town of Caledon approved the Zoning By-law No. 2006-50 (“ZBL”) on December 31st, 2008. The subject lands are currently zoned “RR” (Rural Residential).

4.6.1 Zone Provisions

The proposed development meets the definition of ‘*Seniors Retirement Facility*’ in the ZBL, which is as follows:

“*Seniors Retirement Facility* means a facility providing accommodation primarily for persons or couples where each private unit has a separate entrance from a common hall. Food and lodgings are provided, common lounges, recreation rooms and light care facilities may also be provided.”

As noted above, the subject lands are currently zoned “RR” (‘*Rural Residential*’). A ‘*Seniors Retirement Facility*’ is not a permitted use as of right in any zone category in the ZBL and therefore an amendment is required. The ‘*Institutional*’ zone appears to be the most appropriate zone category for the proposed development.

General Provisions are provided within Section Four of the ZBL. Parking and Loading Standards are provided in Section Five. The performance standards for the “I” Zone are provided within Section Nine of the ZBL. Relevant provisions are summarized in the table below.

Section #	Regulations	Required	Provided
5.2.3	Parking	1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking in a designated visitor parking area.	0.3 spaces per bed
9.3	Minimum Site Area	460m ²	0.96 hectares (9,600 m ²)
9.3	Minimum Lot Frontage	9 m	96.5 m
9.3	Building Area Maximum	25%	33%
9.3	Minimum Front Yard	3 m	4.5 m
9.3	Exterior Side Yard Minimum	3 m	N/A
9.3	Interior Side Yard Minimum	Nil (North) and 3 m (South)	5 m (north) and 26.3 m (south)
9.3	Minimum Rear Yard	7.5 m	10.7 m
9.3	Maximum Building Height	10.5 m	12.1 m
9.3	Minimum Landscaped Area	20%	47%
9.3	Planting Strip Location	Required along rear lot line and side lot line abutting residential	Provided along rear lot line and interior side lot line (south) abutting residential.
9.3	Planting Strip Width	Minimum 3 m	Minimum 2.4 m (west)
9.3	Driveway Setback	3 m	10.6 m
9.3	Parking Space Setbacks	1.5 m from street line and 4.5 m from abutting residential	1.5 m from street line and 4.5 m from abutting residential

4.6.2 Conclusion

The ZBL does not permit a ‘*Seniors Retirement Facility*’ in any zone as of right, therefore a re-zoning to a “I-XX” (*Institutional*) Zone with special provisions is required to permit the proposed development. The special provisions required are minor in nature and maintain the general intent of the “I” Zone.



5.0

**Draft
Amendments**

5.0 Draft Amendments

5.1 Official Plan

A Draft Official Plan Amendment (OPA) has been provided in **Schedule 3** of this report in support of the proposed development. The draft OPA redesignates the subject lands from ‘*Low Density Residential*’ to ‘*Institutional*’ within the Caledon East Secondary Plan.

It is anticipated that further discussions with Town Planning staff will be required on the OPA prior to finalization to ensure all aspects of the TCOP are met.

5.2 Zoning By-Law

A Draft Zoning By-Law Amendment (ZBLA) has been provided in **Schedule 4** of the report in support of the proposed development. The ZBLA proposes to rezone the subject lands from “RR” to “I-XX” (*Institutional*) with site specific amendments. Site specific amendments include the following:

- ‘Seniors Retirement Facility’ as a permitted use;
- A parking ratio of 0.3 parking spaces per bed;
- A maximum building height of 12.1 metres;
- A maximum building area of 33%; and,
- A reduced minimum planting strip width of 2.4 metres along the west property line.

It is anticipated that further discussions with Town Planning and Zoning Staff will be required on the ZBLA prior to finalization to ensure all provisions of the ZBL are met.



6.0

Technical Reports

6.0 Technical Reports

In support of the applications, technical studies and reports were completed as identified through the pre-consultation process. These studies and reports form part of, and are integral to, my planning opinion on the applications. A summary of the technical reports is as follows:

6.1 Urban Design Report

ABA Architects Inc. were retained to complete the Urban Design Brief/Report (UDB) for the proposed development.

The UDB dated June 14, 2021 provides an assessment of the development proposal in the context of the Town of Caledon's Comprehensive Town-wide Design Guidelines. The proposed development provides the following design features:

- Reinforces the landmark status by orienting the building towards the street edge.
- Maximizes views of corridors to buildings from the surrounding neighbourhood.
- Developed at a scale and size compatible with surrounding buildings.
- Provides accessible and barrier free features.
- Provides direct pedestrian paths that do not conflict with vehicular movements.
- High quality building elevation design.
- Provides a mix of vertical and horizontal landscaping.
- Incorporation of LID measures.
- Screening of rooftop mechanical.
- Encourages opportunities for active transportation.

The above design features comply with the Town's Design Guidelines.

6.2 Hydrogeological Study

Crozier Consulting Engineers Inc. initially prepared a Hydrogeological Report dated October 2020. This report was subsequently updated in July 2021 to address the 25 Year Wellhead Protection Area matter.

The report concluded that the seasonally high ground water elevation at the site is expected to be lower than 5.0 m below the existing grade and that large scale dewatering during construction is unlikely to be required. Hydraulic conductivity of the native soils is consistent with fine to silty sand materials. A low-rate sump pump may be required to remove accumulated rainfall in open excavations during construction.

Crozier confirmed that the subject lands are located outside of the limit of the '25 Year Wellhead Protection Area' according to 'Ontario's Source Protection Information Atlas', and that the proposed development will not adversely impact the municipal well drinking water source.

6.3 Geotechnical Report

Grounded Engineering Inc. prepared a Geotechnical Engineering Report dated September 29, 2020.

The report provided several geotechnical design recommendations for site grading, foundation parameters, earthquake parameters, earth pressure parameters, slab on grade parameters, and long-term groundwater and seepage control. The details of the recommendations, advice and considerations are found within the report. The report concluded that soil conditions are suitable for development, provided that the structure is founded on conventional spread footings or drilled piers.

6.4 Functional Servicing Report

Crozier Consulting Engineers Inc. prepared a Functional Servicing and Storm Water Management Report dated March 2021. The Report examined the serviceability of the proposed development with respect to wastewater, water, site grading and stormwater management.

The Report concluded that the proposed development can be serviced by water, sanitary and stormwater services in accordance with the Town of Caledon and Peel Region standards.

6.5 Noise Impact Study

Rubidium Environmental prepared a Noise Impact Study, dated February 5, 2020 to determine the noise impact resulting from vehicular traffic on nearby roadways. Rail and Aircraft were not identified as noise or vibration concerns.

The results of the study determined that some minor noise impact is anticipated. Recommended measures to mitigate and/or address the impacts of noise, include:

- For units fronting Airport Road;
 - Designed with air conditioning.
 - Special window specifications.
 - Warning Clauses Type "A" and "D" to be registered on title.
- For rear units fronting Airport Road;
 - Special window specifications.
 - Warning Clauses Type "A" and "C" to be registered on title; and

- All other units;
 - Warning Clause Type “A” to be registered on title.

These measures are reasonable and appropriate for the proposed use and raise no planning concerns.

6.6 Transportation Impact Study

Paradigm Transportation Solutions Limited (Paradigm) conducted a Transportation Impact Study (TIS) dated February 2021.

The TIS provided the following relevant conclusions:

- Study area intersections are currently operating at an acceptable level during peak hours, and no critical movements are occurring at the study area intersections.
- The sites net trip generation is estimated at 29 AM peak hour vehicle trips and 39 PM peak hour vehicle trips. Vehicle access to and from the site is assumed to be restricted by a raised centre median on Airport Road with access limited to right-in/right-out and left turn in;
- Reversing maneuvers of delivery and waste vehicles should be assisted by a traffic control person;
- No changes to the existing lane configurations are warranted; and,
- Enhancements to the on-site pedestrian realm, including bike parking and carpool parking will help promote sustainable travel options and mitigate the site’s transportation impacts.

The TIS also noted the following:

- The Region of Peel is undertaking an Environmental Assessment (EA) on Airport Road, which at the time of the report was not yet finalized;
- Modifications to the curb radii and entrance width may be required pending the final lane configuration determined by the EA.

The TIS provided the following recommendations:

- The Region should monitor the outcome of the EA to determine if modifications to the curb radii and/or entrance width are required for the proposed driveway; and,
- The site operator should manage deliveries and waste collection to minimize disruptions into the sites loading zone (i.e., traffic control person).

Paradigm concluded that the proposed development will not have an adverse traffic impact. The proposed development will comply with the TIS recommendations and provide a ‘traffic control person’ to assist with reversing maneuvers of delivery and waste vehicles. Bicycle parking and carpool parking spaces will be considered during the site plan approval stage.

6.7 Arborist Report

Hill Design Studio completed an Arborist Report dated May 26, 2021 which included a Tree Inventory and Preservation Plan (TIPP). A total of 352 trees were inventoried. The TIPP concluded that overall, the trees on the property are mature or in decline, and the condition of vegetation is categorized as “Fair”. Many of the trees are within densely planted hedgerows, where growth has been hampered by the proximity of other plantings. The TIPP concluded that the development will require the removal of 346 trees, many of which are in poor health. Five trees within the Airport Road right-of-way are recommended for preservation and tree protection measures for these trees will be provided.

6.8 Phase I Environmental Site Assessment

Pinchin Ltd. prepared a Phase I Environmental Site Assessment (ESA) dated May 14, 2018. The Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) requirements, including a review of historical and regulatory records, a site reconnaissance, interviews, and an evaluation of information and reporting.

The Phase I ESA concluded that based on the absence of any findings to suggest likely potential subsurface impacts on the subject lands, a Phase II ESA is not required.

6.9 Waste Management Report

ABA Architects completed a Waste Management Report dated May 31, 2021.

The report proposes two (2) semi in-ground waste containers at the west end of the site on concrete pads. Bi-weekly private waste collection is proposed. Organics, recyclables and garbage will be stored in a dedicated internal storage area before transfer to the exterior area for collection. The Truck Movement Plan provided as part of the architectural package confirms the ability for waste collection vehicles to safely navigate the site and pick up waste.

6.10 Healthy Development Assessment

The proposed development is in proximity to the Caledon Trailway, provides appropriate locations for parking, sufficient connectivity for pedestrians, and enhances the landscaping of the subject lands including the streetscape.

A Healthy Development Assessment (“HDA”) has been completed and has been submitted under separate cover. The HDA appears to be more geared to standard residential/employment development, rather than a senior’s oriented development, where proximity to schools is more


important and transit is available. Based on the applicable HDA criteria, the proposed development will achieve a Healthy Development Score of between 50-59% which is considered a “Pass”.

6.11 Business Plan

The Pre-Consultation Meeting notes required the submission of a Business Plan which is unusual for applications dealing with land use. The purpose of this section is to address the requirement for a Business Plan.

The Applicant is an experienced operator and presently owns two (2) similar facilities in Georgetown (Mountainview Residence) and Ancaster (Highgate Residence). The occupancy of these existing facilities is above provincial levels. Based on preliminary market and financial research undertaken, there is a demonstrated need for additional retirement accommodation in Caledon and Peel Region. This is further reinforced through census and demographic data confirming an aging population. With the lack of access to long-term care beds coupled with a growing elderly population, there is an increased need for independent and assisted retirement accommodation.

Given the need to obtain planning approvals, it is premature for the Applicant to commence any marketing efforts and advertising for the proposed facility. Based on experience, the Applicant expects to reach full occupancy within 6 months following construction.



7.0

Planning Opinion and Conclusions

7.0 Planning Opinion and Conclusions

The applications to amend the TCOP and ZBL to facilitate the proposed development of the subject lands for a Seniors Retirement Facility represents good planning and provides for a compatible and appropriate use of the subject lands. Further, the proposal is consistent with and conforms to applicable Provincial and Regional planning policies.

The subject lands are located within a settlement area (Caledon East) along a major transportation corridor (Airport Road), and abutting an existing institutional use (Caledon East Public School and driveway). An appropriate building setback (26.3 metres) and landscape buffer (4.5 metres) is provided abutting the existing residential to the south. It is my opinion that intensification of the subject lands for the intended use, and the rezoning of the lands as proposed, including the variances to the Institutional (I) Zone, is appropriate given the surrounding context. The proposed Seniors Retirement Facility will provide an appropriate level of intensification, result in an efficient use of the subject lands and existing and available infrastructure and support a range and mix of housing options in Caledon East. The proposal will also provide a compact built form and contribute to the achievement of a complete community and promote active transportation.

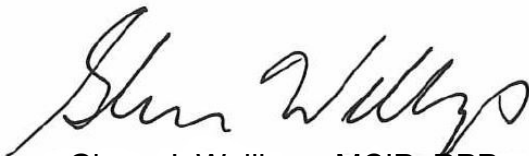
In conclusion, it is my opinion that the proposal to amend the TCOP and ZBL should be approved for the following reasons:

- 1) The proposed development is consistent with the PPS by providing an efficient use of the subject lands and existing infrastructure within a settlement area. The development is at an appropriate scale and density and contributes to the diversity of available housing stock in the community. The intensification proposed will help to sustain a healthy, livable, and safe community, contributing towards the supply of housing for older persons.
- 2) The proposed development conforms to the Growth Plan by making more efficient use of underutilized lands through a compact built form that is supportive of complete communities and active transportation. The proposal appropriately balances the prioritization of intensification with the character of the neighbourhood to optimize the use of lands and provide a compatible development. The proposed development provides housing for older persons to accommodate residents at all stages of life in the community.
- 3) The proposed development conforms to the Greenbelt Plan. The subject lands are located within the Towns/Villages designation where the Plan envisions continued evolution and growth.

- 4) The proposed development conforms to the RPOP. The subject lands are located within the Rural Service Centre of Caledon East, and a Built-Up Area. These designations support growth and intensification, as well as a mix of housing options that optimize land use and utilization of existing services. The proposed development represents a compact built-form that will contribute towards the attainment and enhancement of a complete community and supports active transportation.
- 5) The proposed development is located within the *Low-Density Residential* designation under the Caledon East Secondary Plan. A redesignation to *Institutional* with special provisions is appropriate for the orderly development of the subject lands. The proposed development conforms to the general goals, objectives, and policy directions of the TCOP in terms of intensification, housing options, built form, and compatibility with surrounding land uses. The proposed development will contribute towards a mix of housing in the community by increasing housing options for older persons. The TCOP provides supportive policies to facilitate *Institutional* uses within Caledon East to meet the needs of the population.
- 6) The proposed development provides an appropriate transition from *Low Density Residential* to a three (3) storey *Institutional* low-rise building. The proposed development demonstrates appropriate regard for the existing and emerging character of the area, and the built-form of adjacent uses and the surrounding neighbourhood by providing appropriate setbacks from the neighbouring residential property to the south. The subject lands are also located in proximity to the 'Commercial Core Area' and on a 'High Capacity Arterial', making the subject lands an appropriate location for seniors' housing and intensification.
- 7) The proposed rezoning of the subject lands to a new Institutional (I-XX) Zone with special provisions will permit the proposed Seniors Retirement Facility. The Institutional (I) Zone most appropriately reflects the performance standards of the proposed use in the ZBL. The special provisions to the ZBL are appropriate for subject lands and given the nature of the proposal. The Seniors Retirement Facility use is not currently permitted as-of-right within any Zones within the ZBL.
- 8) The supporting technical reports and studies undertaken conclude that the proposed development will not result in any unacceptable technical issues and/or adverse impacts.

Yours truly,

WELLINGS PLANNING CONSULTANTS INC.



Glenn J. Wellings, MCIP, RPP





PROJECT:
Wyndham Holdings Inc.
 Caledon, Ontario

PROJECT No:
2018/26

DATE:
July 2021

SCALE:
1:2500

DRAWING TITLE:
15728 Airport Road

Wellings Planning Consultants Inc.

513 Locust Street, Unit B - Burlington, Ontario
 t - 905-681-1769 e - Glenn@WellingsPlanning.ca

SCHEDULE 1

WYNDHAM RESIDENCE

15728 Airport Road, Caledon East, ON

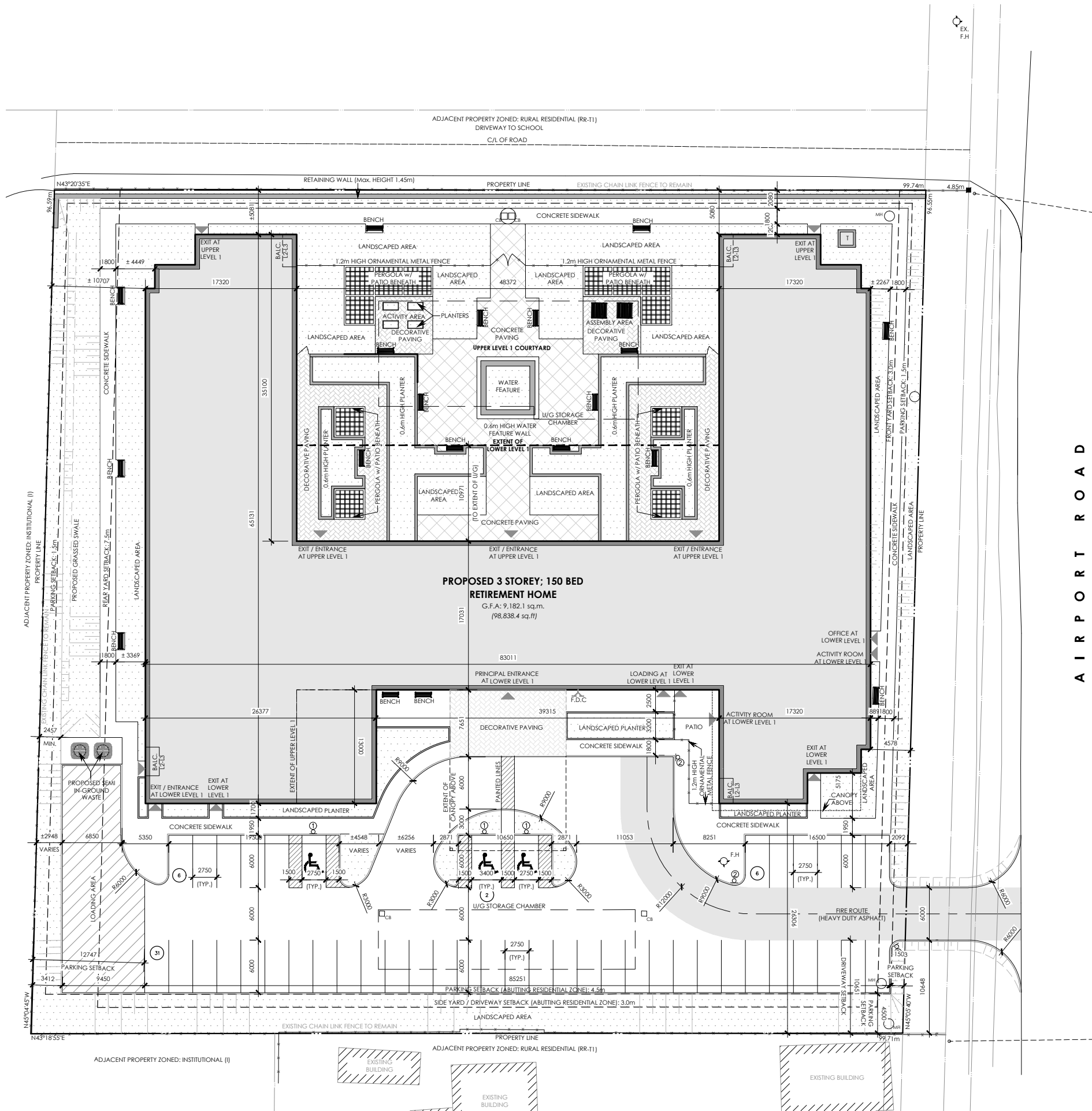
RETIREMENT COMMUNITY



ISSUED ON 2021.06.15
FOR ZBA SUBMISSION

- 1.1 SITE PLAN
- 1.2 TRUCK MOVEMENT PLAN
- 2.1 LOWER LEVEL FLOOR PLAN
- 2.2 FIRST FLOOR PLAN
- 2.3 SECOND FLOOR PLAN
- 2.4 THIRD FLOOR PLAN
- 3.1 NORTH & SOUTH ELEVATIONS
- 3.2 EAST & WEST ELEVATIONS
- 4.1 SITE SECTIONS
- 5.1-4 SHADOW ANALYSIS
- 6.1-4 PERSPECTIVE VIEWS



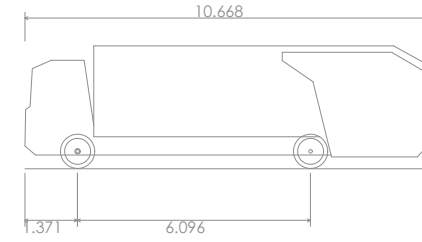
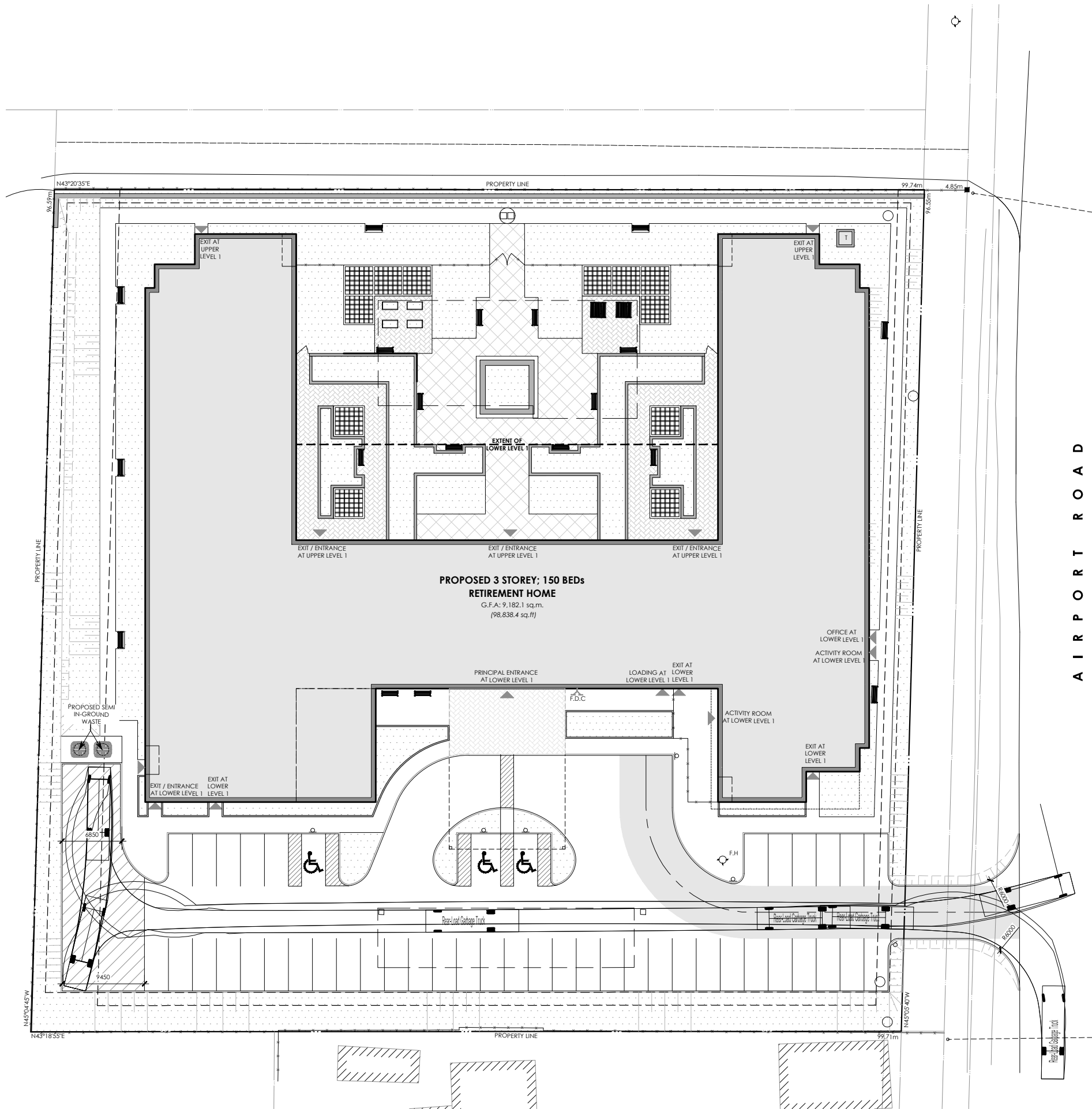


SITE DATA - 15728 Airport Rd., Caledon East				ZBL 2006-S0: Institutional (I)
DENSITY	Minimum	Maximum	Provided	
Beds / hectare				155
AREAS	Metric	Imperial	%	
Site Area (Fully Serviced Lot: Min. 460 sq.m.)	0.96 ha	2.4 acre		
	9,629.4 sq m	103,653.6 sq ft	100%	
Building Footprint at grade (Max. 25%)	3,212.9 sq m	34,584.2 sq ft	33%	
Asphalt Area	1,909.7 sq m	20,556.3 sq ft	20%	
Concrete Area	1,932.1 sq m	20,797.2 sq ft	20%	
Total Impervious Area	7,054.6 sq m	75,937.6 sq ft	73%	
Landscaped/Sodded Area	2,574.8 sq m	27,715.9 sq ft	27%	
Total Permeable Area	2,574.8 sq m	27,715.9 sq ft	27%	
SETBACKS (Fully Serviced Lot)	Required	Provided		
Front Yard Setback (East)(Airport Rd.)	3.0 m	4.5 m		
Rear Yard Setback (West)	7.5 m	10.7 m		
Side Yard Setback (North)	- m	5.0 m		
Side Yard Setback (South) (Abutting Res. Zone)	3.0 m	26.3 m		
Driveway Setback (South) (Abutting Res. Zone)	3.0 m	10.6 m		
Parking Setback (East)(Airport Rd.)	1.5 m	1.5 m		
Parking Setback (West)	1.5 m	12.7 m		
Parking Setback (South) (Abutting Res. Zone)	4.5 m	4.5 m		
FRONTAGE	Min Required	Provided		
Lot Frontage (Fully Serviced Lot)	9.0 m	96.5 m		
LANDSCAPING	Min Required	Provided		
Landscaped Area (20% of Site Area)	1,925.9 sq m	4,506.87 sq m	47%	
Planting Strip Width (West) (Rear Yard)	3.0 m	Min. 2.4 m		
Planting Strip Width (South) (Abutting Res. Zone)	3.0 m	4.50 m		

BUILDING DATA				
BUILDING AREAS				
Below Grade	Area (sq.m.)	# of Floors	Metric	Imperial
Lower Level 1 (Partially Below Grade)	3655.5	1	3,655.5 sq m	39,349.0 sq ft
Above Grade	Area (sq.m.)	# of Floors	Metric	Imperial
Upper Level 1	3212.9	1	3,212.9 sq m	34,584.2 sq ft
Level 2 - 3	2984.6	2	5,969.2 sq m	64,254.3 sq ft
Total Floor Area (Above Grade)		3	9,182.1 sq m	98,838.4 sq ft
Total Gross Floor Area (Above & Below Grade)			12,837.6 sq m	138,187.5 sq ft
BUILDING HEIGHT (Max. 10.5m)				
	Height (m)	# of Floors	Metric	Imperial
Basement (from Avg. Grade 309.44m)	3.6	0.5	1.6 m	5.0 ft
Ground Floor	3.4	1	3.4 m	11.0 ft
Typical Floor (2nd - 3rd Floor)	3.0	2	6.0 m	19.0 ft
Parapet			1.1 m	3.0 ft
Total Building Height		3	12.1 m	39.0 ft

RESIDENTIAL							
UNITS	# of Floors	1 Bed	2 Bed	Ambulatory Care	Memory Care	Units/Flr	Beds/Flr
Ground Floor	1	-	-	26	21	47	47
Level 2	1	29	11	-	-	40	51
Level 3	1	28	12	-	-	40	52
Total	3	57	23	26	21	127	150
AMENITY							
PROVIDED				Metric	Imperial		
Interior Rooms (Fitness, Theatre, etc.)				sq m	- sq ft		
Common (Terrace/Green Roof)				sq m	- sq ft		
Private Balconies/Terraces				- sq m	- sq ft		
Interior Amenity (Activity Rooms)				581.4 sq m	6,258.3 sq ft		
Outdoor Amenity (Internal Courtyard)				1,518.3 sq m	16,343.1 sq ft		
Total				2,099.7 sq m	22,601.5 sq ft		

Parking Data				
VEHICLES				
REQUIRED (Zoning By Law Requirement)				
Long Term Care Facility: (0.5 spaces /bed)				75
Total Parking Required				75
Barrier Free Parking Required (4% applies for 13-100 spaces req'd)				3
Type A Required				1
Type B Required				2
PROVIDED				
Surface Parking (0.3spaces/bed)				45
Total Parking Provided				45



Rear-Load Garbage Truck
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

10.668m
2.553m
3.215m
0.305m
2.553m
6.00s
8.931m



TRUCK MOVEMENT PLAN

1:500
2021.06.15

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. BL-2021-XXX-XXX

A By-law to adopt Amendment No. XXX to the Official
Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. XXX to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

**READ THREE TIMES AND FINALLY
PASSED IN OPEN COUNCIL
THIS XXXX DAY OF XXXX, 2021.**

Allan Thompson, Mayor

Laura Hall, Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. XXXX of the Town of Caledon Official Plan.

DRAFT

AMENDMENT NO. XXX
OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule “D” Caledon East Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from “Low Density Residential” to “Institutional” to allow for the development of a Seniors Retirement Facility on the subject lands.

Location:

The lands subject to this Amendment are legally described as Part of Lot 2, Concession 6, East of Hurontario Street, Town of Caledon, Regional Municipality of Peel, and municipally known as 15728 Airport Road.

Basis:

The basis for this Amendment is contained in Planning Report (DP XXX), as adopted by Council on XXX. The applicant, Wyndham Holdings Group Inc., has requested an amendment to the Town of Caledon Official Plan to permit a Seniors Retirement Facility on the subject property.

A Planning Justification Report was submitted by the applicant in support of the application.

The proposed amendment to the Official Plan to permit a Seniors Retirement Facility is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No XXX of the Town of Caledon Official Plan.

Details of the Amendment

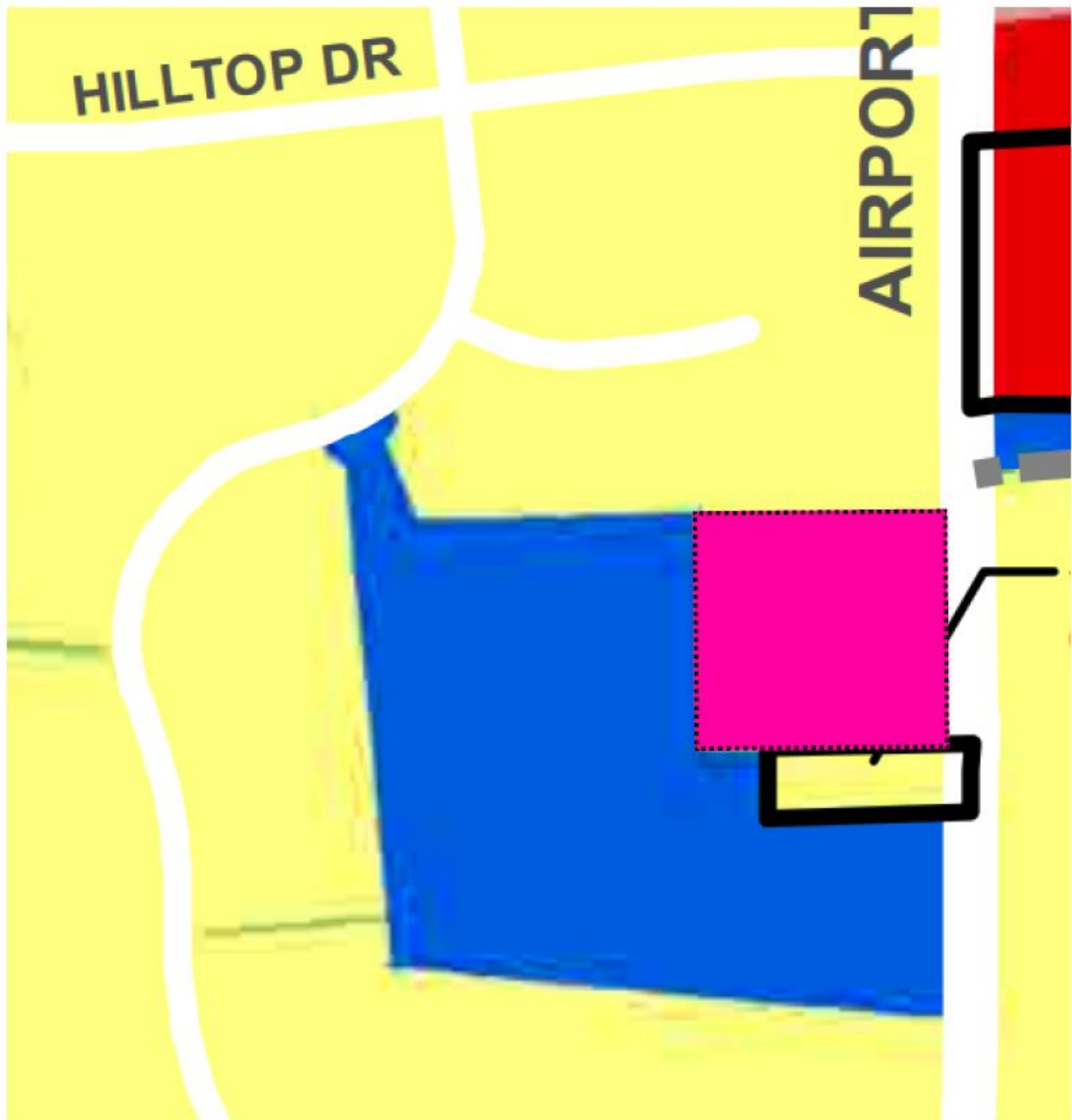
The Town of Caledon Official Plan is amended as follows:

1. Schedule 'D' – Caledon East Land Use Plan of the Town of Caledon Official Plan shall be amended for the subject lands from "Low Density Residential" to "Institutional" in accordance with Schedule 'A' attached hereto.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

Schedule "A"
OPA No. _____
Town of Caledon



This is a Schedule "A"
To OPA No. _____ Passed
This ___ Day of _____, 20__

Legend



Redesignated from "Low
Density Residential" to
"Institutional"



**THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2021-XXX**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,
with respect to Part of Lot 2, Concession 6, East of Hurontario Street,
Town of Caledon, Regional Municipality of Peel,
municipally known as 15728 Airport Road.

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lot 2, Concession 6, East of Hurontario Street, Town of Caledon, Regional Municipality of Peel, for a Seniors Retirement Facility.

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
"I"	XX By-law No. 2021-XXX	Seniors Retirement Facility	Parking: 0.3 parking spaces per bed Building Area (Maximum): 33% Building Height (Maximum): 12.1 metres Planting Strip Width (Minimum): 2.4 metres along west property line.

2. Schedule "A", Zone Map 36a of By-law 2006-50, as amended, is further amended for Part of Lot 2, Concession 6, East of Hurontario Street, Town of Caledon, Town of Caledon, Regional Municipality of Peel, from Rural

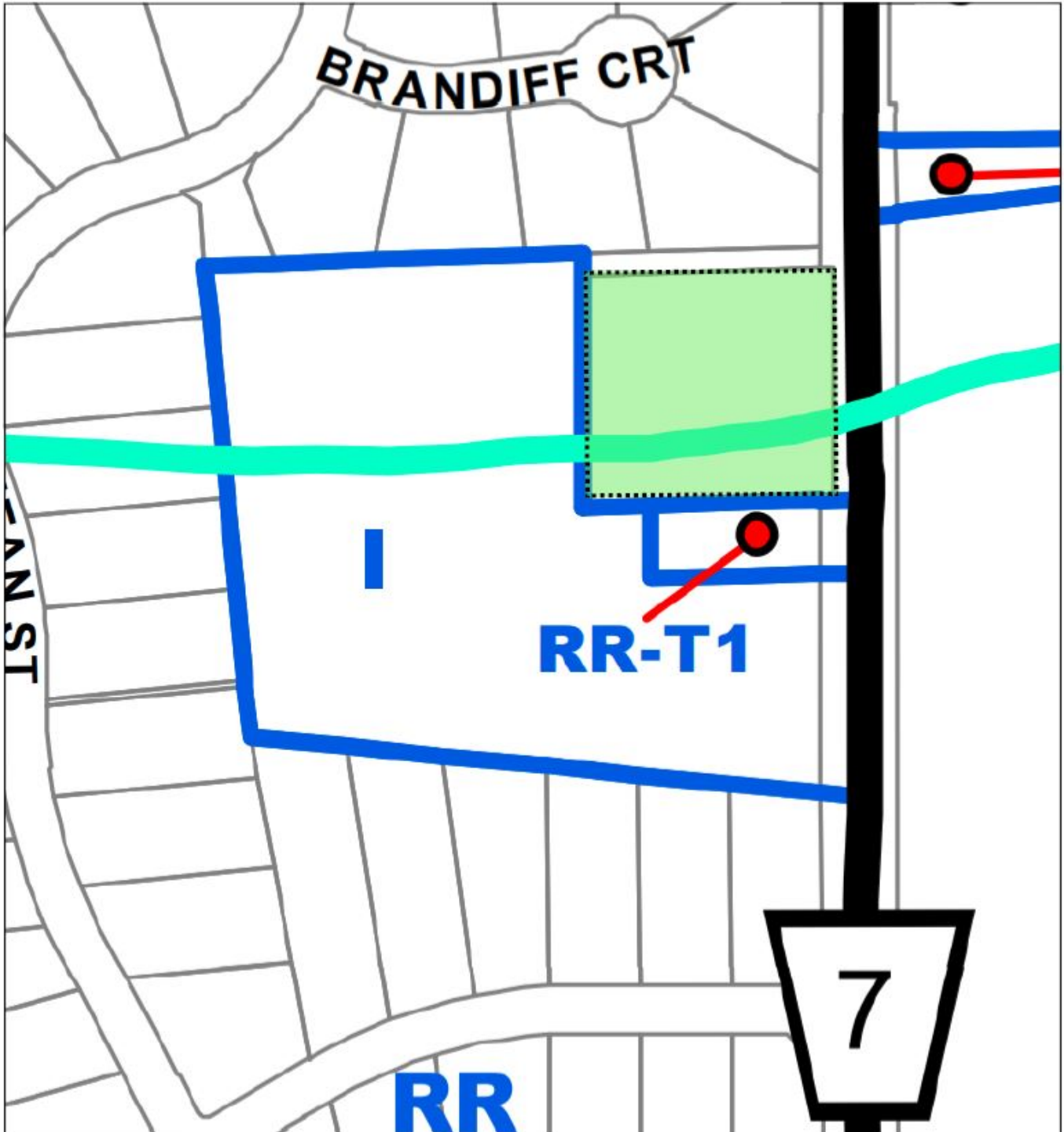
Residential “RR” to Institutional Special “I-XX” as shown on Schedule “A” attached hereto.

Read three times and finally passed in open Council on the XX day of XXXXXX, 2021.

Allan Thompson, Mayor

Laura Hall, Clerk

Schedule "A"
By-Law No. 2021-XXX
Town of Caledon



This is a Schedule "A"
To OPA No. 2021-XXX Passed
This ___ Day of ____, 20__

Legend



Rezoned from Rural Residential
"RR" Zone to Institutional
Special "I-XX" Zone





ADDRESS : 513 Locust Street, Unit B
Burlington, Ontario
L7S 1V3

PHONE : (905) 681-1769

EMAIL : glenn@wellingsplanning.ca

WEBSITE : wellingsplanning.ca