

**TOWN OF CALEDON  
PLANNING  
RECEIVED**

**Oct.28, 2021**

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**PLANNING JUSTIFICATION REPORT  
ZONING BY-LAW AMENDMENT  
AND DRAFT PLAN OF SUBDIVISION  
APPLICATIONS**

9229 5<sup>th</sup> Sideroad  
Town of Caledon

Carantania Investments (BT) Inc. c/o Treasure Hill

Revised: October 2021

PREPARED BY:

KLM PLANNING PARTNERS INC.

FILE No: P-2657

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## **1.0 INTRODUCTION**

KLM Planning Partners Inc. is the land use planning consultant for Carantania Investments (BT) Inc. c/o Treasure Hill (“the Owners”), owners of a 4.49 hectare (11.1 acre) parcel of land in the Community of Bolton in the Town of Caledon, within the Region of Peel.

On behalf of the Owners of the subject property, KLM Planning Partners Inc. has prepared a Draft Plan of Subdivision and proposed implementing Zoning By-law Amendment which has been submitted to the Town of Caledon to facilitate the development of residential uses.

As part of the review process associated with the above noted development applications, Town of Caledon staff have requested a Planning Justification Report be submitted. This report provides a planning analysis and justification in support of the proposed amendments to the Town’s Zoning By-law as well as the proposed Draft Plan of Subdivision.

## **2.0 SUBJECT LANDS & SURROUNDING AREA**

### **2.1 Subject Lands**

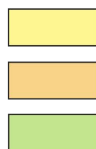
The subject lands are approximately 4.49 hectares (11.1 acres) in size and are located in the Community of Bolton on the south side of 5<sup>th</sup> Sideroad. They are east of Ernest Bason Blvd., west of Autumn Oak Court and surrounding St. John the Baptiste elementary school and R.J.A. Potts Memorial Park as shown on Figure 1.

Further, the lands subject to the proposed development applications include part of the existing right-of-way for the 5<sup>th</sup> Sideroad and other slivers of remnant lands in adjacent plans of subdivision which are currently owned by the Town of Caledon, and are identified on the Draft Plan by a hatched overlay. It is intended that the Town of Caledon will close the road allowance for 5<sup>th</sup> Sideroad and declare it and the remnant slivers surplus, so that they can be sold to Carantania Investments (BT) Inc. A formal application to purchase the Town-owned lands will also be submitted to the Town of Caledon.

FIGURE 1 – LOCATION MAP



**Subject Lands**  
9229 5th Sideroad  
Town of Caledon



Detached Dwellings: 12.2m Frontage

Detached Dwellings: 11m Frontage

Park

NTS

## 2.2 Surrounding Area

The surrounding area is characterized by existing low-rise residential dwellings consisting of a mix of single-detached and semi-detached dwellings. Surrounding uses are as follows:

North:	Queensgate Blvd., existing low-rise residential neighbourhood beyond.
South:	RJA Potts Memorial Park.
East:	Existing low-rise residential neighbourhood and St. John Baptist Elementary School Beyond.
West:	Existing low-rise residential neighbourhood.

## 3.0 PROPOSAL

### 3.1 Description

The proposed Draft Plan of Subdivision and Zoning By-law Amendment have been submitted to the Town of Caledon to permit the development of the subject lands for residential uses and a public park.

The proposed development is shown on Figure 2: Draft Plan of Subdivision below. It demonstrates the following:

- 84 lots designated for single-detached dwellings ranging from 11.0m to 14.5 metres of frontage and 30 metres to 37.4 metres of depth;
- 1 Park Block of approximately 0.4 Hectares (0.98 acres) located in the southern portion of the site which will be located adjacent to the existing RJA Potts Memorial Park;
- The extension of Pembroke Street at Queensgate Boulevard via the proposed Street '1' to meet the southern portion of Pembroke Street at Sheardown Trail; and,
- The extension of Southbury Manor Drive via the proposed Street '2' to connect to Pembroke Street.

The proposed residential dwellings will have an architectural style, variation in massing and scale that is sympathetic to the surrounding community and built form. This will ensure that the existing and proposed built form is compatible and cohesive, given that the plan will connect existing streets and create connectivity through the community. The proposed architectural design guidelines prepared by NAK for the subject lands detail the design considerations for the proposed dwellings.

The proposed development provides sidewalks throughout to facilitate pedestrian connectivity throughout the development and to the surrounding community. The proposed draft plan of subdivision in the context of the surrounding area is illustrated in Figure 3 – Context Plan.

FIGURE 2 – DRAFT PLAN OF SUBDIVISION

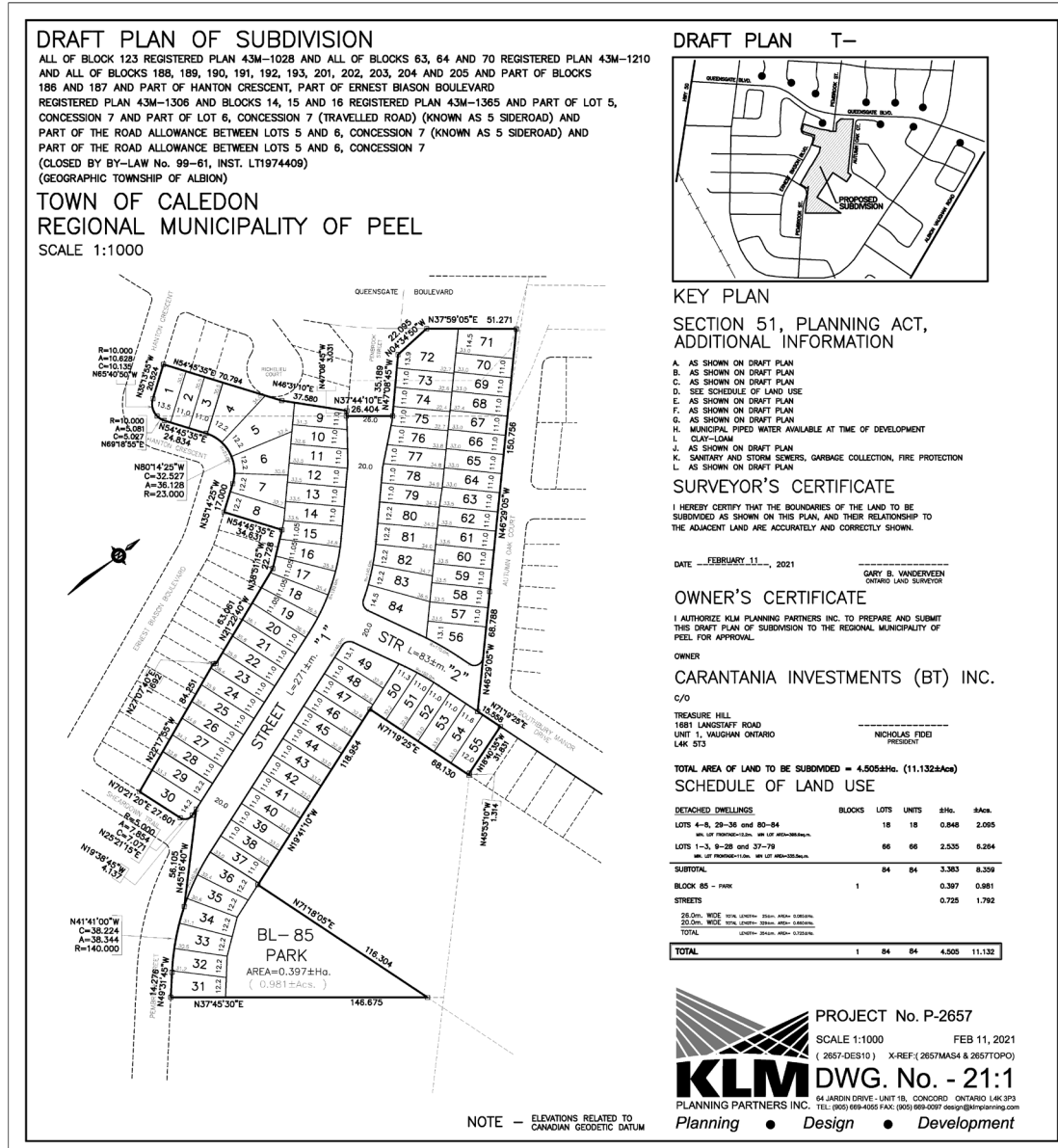
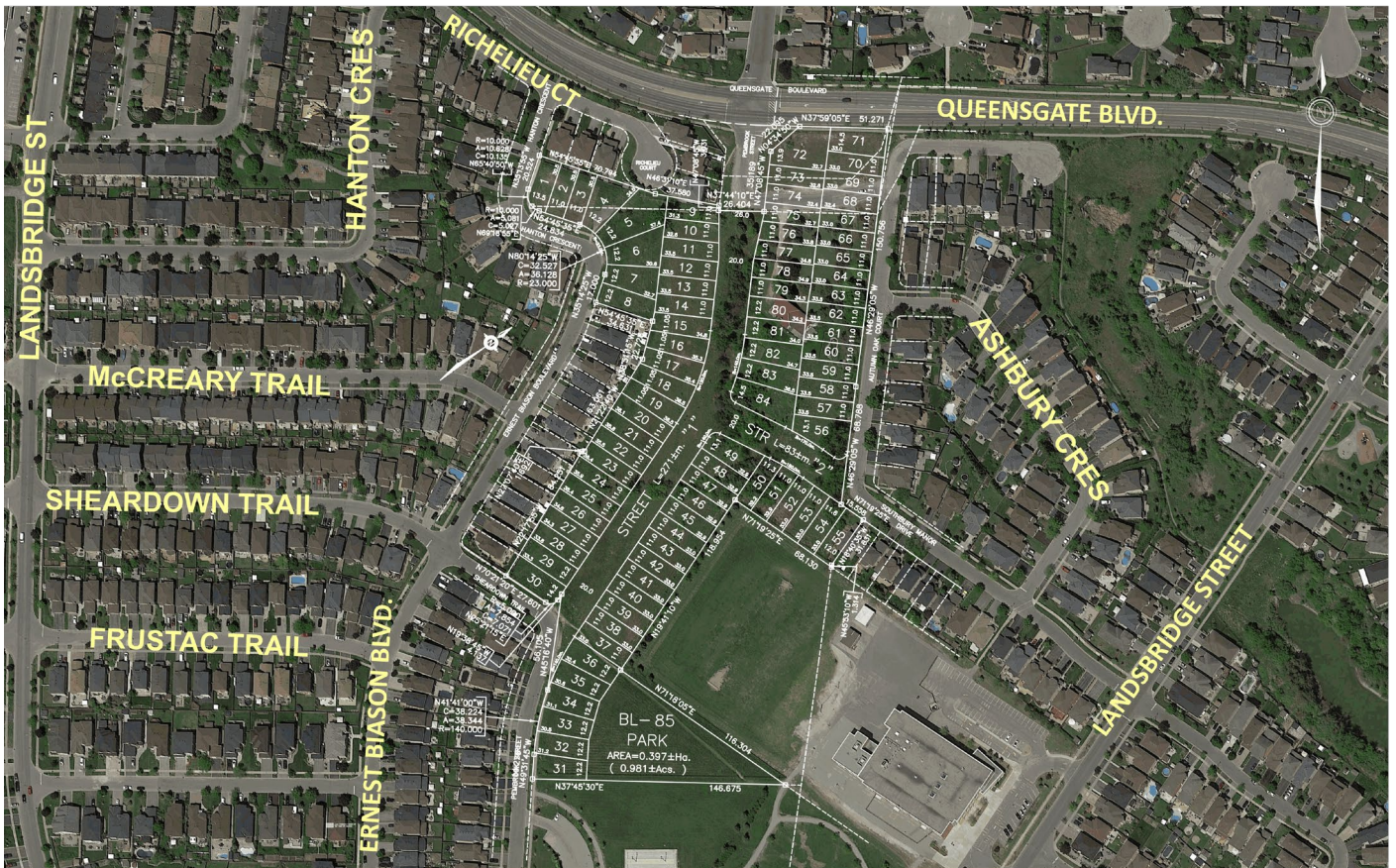


FIGURE 3 – CONTEXT PLAN



Draft Plan  
Layered in white

NTS

### 3.2 Density

The Town of Caledon Official Plan (2018) indicates that density calculations are based on net hectares, which is defined to be exclusive of public rights-of-way, parks, school sites, environmental policy areas and open space policy areas.

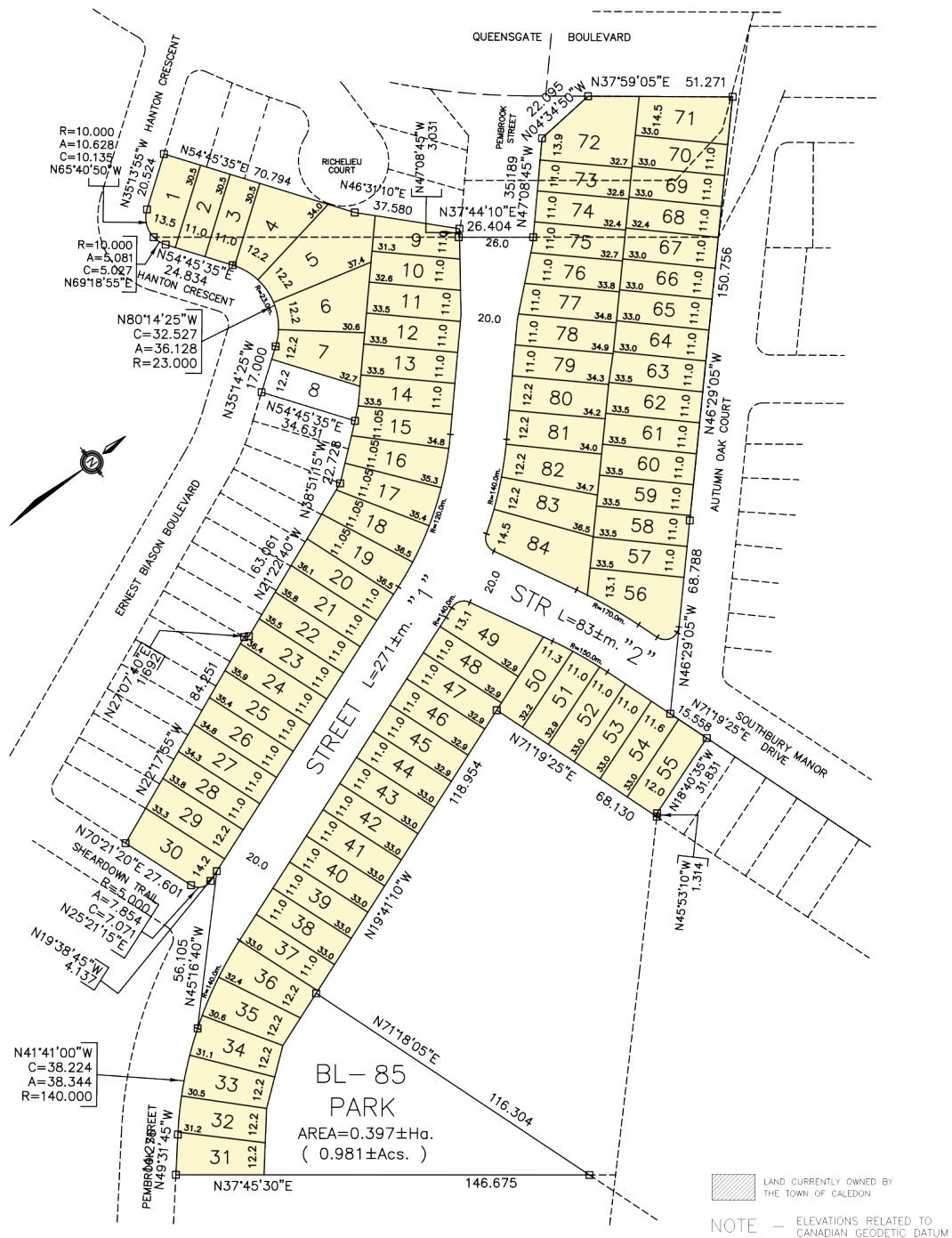
Based on this definition, the Park Block and roads have been excluded from the density calculation. The land areas which are included in the density calculation (in units per net hectare, or “UPH”) are illustrated in Figure 3 below.

The residential lands are designated Mixed Low/Medium Density on Schedule C-2 Bolton South Hill Land Use Plan in the Official Plan. The Bolton South Hill Secondary Plan requires a density of 16-24.8 units per net hectare in this designation. The required and provided densities are listed in the table below:

Land Use Designation	Density Required (Units Per Net Hectare)	Net Area	Number of Units	Density Provided
Low/Medium Density	16-24.8	3.383 ha (8.359 Acs.)	84	24.8

The proposed density for the Low/Medium Density lands conforms to the requirements of the Bolton South Hill Secondary Plan. The boundaries of the Secondary Plan designations as they relate to this site (Open Space Policy Area and Mixed Low/Medium Density Residential) are discussed in greater detail in Section 5.4.1 below.

FIGURE 4 – DENSITY CALCULATION



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LOW/MEDIUM DENSITY

DESIGNATION	AREA (Ha)	UNITS	DENSITY
LMD	3.383	84	24.8

## 4.0 PLANNING APPLICATIONS

The following applications have been submitted to implement the proposed development:

### 4.1 Draft Plan of Subdivision

A Draft Plan of Subdivision has been prepared to facilitate the proposed development which consists of 84 Lots and 17 Blocks for residential dwelling units, 1 Park Block and two public streets.

### 4.2 Zoning By-law Amendment

A Zoning By-law Amendment application has been prepared to implement the above noted Draft Plan of Subdivision. The Zoning By-law Amendment rezones the subject lands from the Open Space (OS) zone, various Residential One (R1) and Mixed Density Residential (RMD) zones to a site-specific Residential One Exception and an OS Zone.

The Zoning By-law Amendment is discussed in further detail in Section 5.5 to this report.

### 4.3 Supporting Documents

A number of technical reports have been prepared in support of the proposed development, and their findings are summarized below:

#### ***Functional Servicing Report***

Prepared by RAND Engineering, February 2021 (Revised October 2021)

The Functional Servicing Report by RAND Engineering provides stormwater, sanitary and water servicing requirements for the proposed development. The recommended grading and servicing plans have been prepared in accordance with the design criteria of the Town of Caledon, Toronto Region Conservation Authority (TRCA) and Regional Municipality of Peel. The technical assessment of municipal servicing requirements indicates the development can be adequately serviced as follows:

- Stormwater for the northern portion of the site (approximately 2.6 ha) will be conveyed easterly towards SWM Ponds 2 and 3. SWM Pond 2 is located 150 m east of the subject property and south of Queensgate Blvd., within the Southridge Meadows subdivision 21T-92003c. SWM Pond 3 is located further downstream, to the east.
- The southern portion of the site (approximately 1.7 ha) is proposed to drain towards SWM Pond 17, which is located approximately 150 m northeast of the

CP Rail line and Albion-Vaughan Road intersection. The sanitary flow from the subject property will be connected to the existing sanitary sewer system via extensions of the mains located along Autumn Oak Court, Pembroke Street, Southbury Manor Drive and Ernest Biason Boulevard, and ultimately to the sanitary trunk sewer on Highway 50.

- Finally, the subject property will be serviced within Pressure Zone 6 of the Region of Peel's Lake Based Water Supply System. The proposed water servicing system will be connected to the existing water servicing network via existing watermains on Autumn Oak Court, Pembroke Street, Southbury Manor Drive, and Ernest Biason Boulevard will be serviced via the existing 200mm diameter watermain.

### ***Transportation Study***

Prepared by NexTrans Consulting Engineers, January 19, 2021

The proposed development is anticipated to generate 64 two-way auto trips (16 inbound and 48 outbound) during the AM peak hours and 86 two-way auto trips (54 inbound and 32 outbound) during the PM peak hours. The intersection capacity analysis results indicate that the study area intersection and proposed vehicular access are expected to operate with excellent levels of service, with no critical movements identified. This study concludes that the development proposal can adequately be accommodated by the existing transportation network with minimal traffic impact to the adjacent public roadways.

### ***Noise Vibration Analysis***

Prepared by Valcoustics Canada Ltd., January 22, 2021

The significant transportation noise sources in the vicinity of the proposed development are road traffic on Queensgate Boulevard and Landsbridge Street, and rail traffic on the CPR Mactier Subdivision. The study recommends the following noise control measures to meet the applicable transportation noise source guideline limits:

- The dwellings on Lot 58, BL-71 and BL-72, will require the provision for adding air conditioning at a later date; and
- A 1.8 m high sound barrier is required along Queensgate Boulevard to protect the rear yards of Lot 58 and BL-72.

### ***Urban Design Brief & Architectural Design Guidelines***

Prepared by NAK Design Strategies, February 2021

The Urban Design Brief (UDB) provides design direction related to the implementation of the vision and intent for this infill development. The UDB emphasizes and describes

those elements that are fundamental in creating an attractive, compact, pedestrian-friendly urban environment situated within the Town of Caledon.

The Architectural Design Guidelines complement the UDB and provide further direction on built form and implementation. They establish a common vision and provide a framework for the physical layout, massing and relationships of built form to ensure the development of a quality living environment with a coordinated community image.

### ***Stage 1 - 2 Archeological Assessment***

Prepared by This Land Archaeology Inc., May 20, 2021

A Stage 1 Archaeological Assessment for the Carantania lands was completed on December 21, 2020 by This Land Archaeology Inc. According to the Stage 1 background information sources consulted, in conjunction with the study area environment, the study area retains potential for the recovery of archaeological resources with cultural heritage value and interest. As such, a Stage 2 assessment is required.

The Stage 2 assessment did not result in the discovery of any archaeological resources and This Land Archaeology Inc. recommended that no further work in the study area. This report was accepted into the Ontario Public Register of Archaeological Reports on May 25, 2021.

### ***Arborist Report***

Prepared by Beacon Environmental, January 2021 (Revised October 2021)

A total of 403 individually tagged trees with a minimum DBH of 10 cm were inventoried and assessed on and within 6 m of the subject property. Of the 403 trees located on site, 349 trees that are at least 10cm DHB are proposed for removal. There are 52 trees observed to be dead, in poor condition or in a state of decline that are a potential risk, which are recommended for removal. 19 of the 52 trees are dead while the remaining 33 trees are almost dead or in a state of decline. There are two trees recommended for preservation located within the Town's right-of-way, that are outside the development limit and separated by the existing sidewalk on the south side of Queensgate Boulevard.

## **5.0 PLANNING ANALYSIS**

### **5.1 Provincial Policy Statement (2020)**

The Provincial Policy Statement (the "PPS") is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS includes policies that direct growth to existing urban areas which contributes to the

creation of strong communities, healthy environments, and long-term economic growth.

The PPS seeks to develop diverse communities and states “The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.” This can be achieved by promoting efficient development of land, accommodating an appropriate range and mix of land uses, avoiding land use patterns that cause harm to the environment and public health and providing necessary infrastructure to accommodate growth.

The policies that directly apply to the proposed development of the subject lands include:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- 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;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The development of the subject lands for residential purposes will contribute to a mix of residential housing forms in the greater community to meet long term needs of future residents. In addition, the form and scale of development provides for a cost-effective

pattern of development minimizing land consumption and servicing costs as it takes advantage of existing services.

Section 1.1.3.1 of the PPS states:

*“Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”*

The subject lands are located within the Rural Service Centre of Bolton, one of the Town of Caledon’s settlement areas and therefore will accommodate forecasted growth in Caledon.

Section 1.1.3.2 of the PPS is also of particular relevance as it states:

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

- 1. efficiently use land and resources;*
  - 2. 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;*
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - 4. support active transportation;*
  - 5. are transit-supportive, where transit is planned, exists or may be developed; and*
  - 6. are freight-supportive; and*
- a) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”*

The proposed development utilizes existing municipal and Regional infrastructure currently in place to service the adjacent lands. The subject lands are an underutilized parcel of land within the settlement area and the proposed residential development will provide for enhanced connectivity through the neighbourhood through the connection of two incomplete portions of public streets. This represents the efficient use of land and resources, as required by the PPS. Section 1.1.3.3 of the PPS states:

*“1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

The proposed development is an example of intensification which takes into account the existing building stock and surrounding area. Furthermore, the proposed development is compatible with the surrounding community while providing for a continuous built form and connection of public streets to facilitate active transportation and connectivity.

The proposed development will utilize the existing and planned infrastructure to accommodate the projected needs of current and future residents. This is consistent with Section 1.4.1 of the PPS which states:

*“To provide for an appropriate range and mix of housing types 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 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.”*

Section 1.6.6.2 of the PPS outlines the preferred method of servicing for new development and states:

*“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.”*

The proposed development will be serviced by Regional water and sanitary services and municipal storm sewers that are currently available to the subject lands. The existing three stormwater management ponds number 2, 3 and 17 located to the east and south east of the site will service the subject lands and have been found to have sufficient capacity for the site.

Given the above policies, the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications are consistent with the policies of the PPS (2020).

## **5.2 “A Place to Grow”: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect on May 16, 2019. It replaced the Growth Plan, 2017, and was prepared

under the Places to Grow Act, 2005. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe, 2019 came into effect on August 28, 2020. It provides the framework to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2051. The Greater Golden Horseshoe has been identified as one of North America's fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The Growth Plan seeks to guide decisions on a number of matters including: transportation and infrastructure planning, land use-planning, urban form, housing, natural heritage, and resource protection. Included in the document are population and employment projections for the entire Golden Horseshoe area that are to be implemented by Regional and local municipalities. Section 3(5) of the *Planning Act* requires that any decision respecting a planning matter shall conform to the Provincial Plans that are in effect at the time.

The subject lands are located in the Greater Golden Horseshoe Growth Plan Area and are located within the Built-Up Area as identified on "Schedule 2 – A Place to Grow Concept" of the Growth Plan (see Figure 4). The relevant applicable policies are set out below:

The Provincial Growth Plan in Section 2.2.1 Managing Growth states:

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a) *The vast 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;*
  - d) *The development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - e) *development will be generally directed away from hazardous lands;*

The proposed development provides for growth within the built-up area of Caledon, where there are existing services and local transit. The subject lands are located within 600 metres of a commercial plaza and access to the Regional transit system at stops along Highway 50. Additionally, the proposed connection of local roads will eliminate dead ends within the community, thereby increasing pedestrian connectivity from the

site to the local commercial plaza and transit stops. Overall, the development will contribute to the creation of a more complete community.

Section 2.2.1.4 speaks to the achievement of complete communities. These communities are intended to: feature a diverse mix of land uses, provide convenient access to stores and services, improve social equity and overall quality of life including human health, provide for a more compact built form and mitigate and adapt to the impacts of a changing climate.

The proposed development will contribute to the creation of a complete community by completing Pembroke Street to create a linkage to Queensgate Boulevard, from which residents can walk to the nearby commercial plaza. It will also contribute parkland to the City to expand publicly accessible recreational spaces. These linkages will encourage walkability and thereby increase quality of life and health. A more compact built form is contemplated which efficiently provides the sought-after living space on lots that are compatibly sized for the surrounding community.

Section 2.2.2 of the Provincial Growth Plan 'Delineated Built-up Areas' states that:

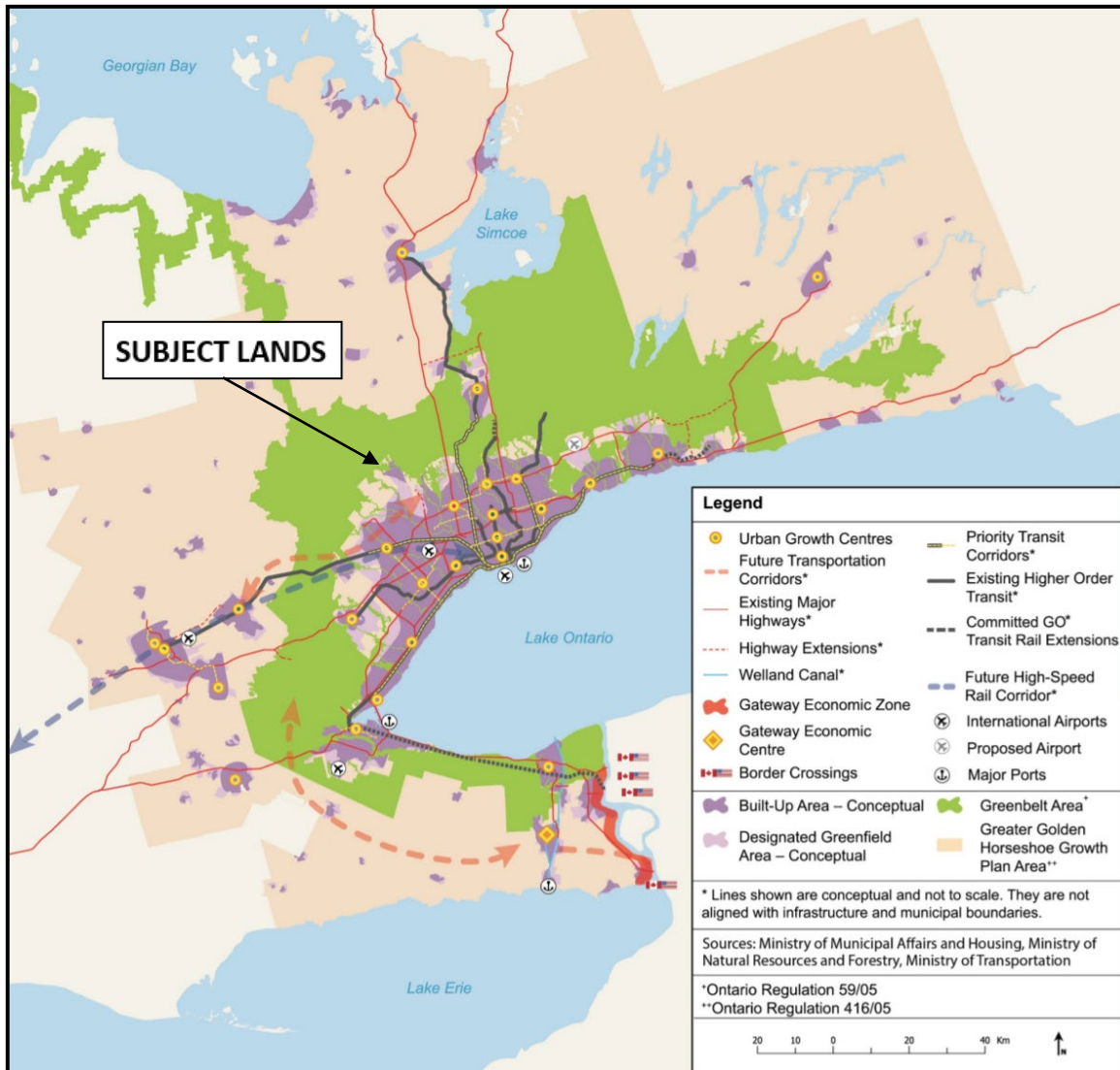
1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
  - a) *minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - c) *encourage intensification generally throughout the delineated built-up area;*
  - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;* e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*
4. *Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area.*

5. *The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.*

The proposed development is an efficient use of land and infrastructure on an underutilized and vacant parcel of land within the Built-up area of the Town of Caledon. Further, the proposed single-detached dwellings are compatible with the surrounding community and are appropriate in the context of the subject lands. The design of the development contributes to creating an attractive and vibrant neighbourhood which supports pedestrian activities.

Therefore, the proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to the objectives and policies in the Growth Plan (2020).

**FIGURE 5 – A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (Schedule 2 – A Place to Grow Concept)**



### 5.3 Region of Peel Official Plan (Office Consolidation December 2018)

The subject lands are within the Rural System and designated “Rural Service Centre” as per Schedule D – Regional Structure of Peel Region’s Official Plan (PROP). As per the Region’s Official Plan, growth is to be directed towards the Rural Service Centres in the Town of Caledon which include Bolton, Mayfield West and Caledon East. The subject lands are located within the Rural Service Centre of Bolton. The Regional Official Plan states that lower tier municipalities shall:

*“5.4.3.2.1 Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community services to those living and working in the Rural System.”*

*“6.4.2.1 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provision of full municipal sewage and water services in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities.”*

The proposed development will provide single detached dwelling units within a Rural Service Centre as identified in the Region’s Official Plan. Municipal water and sewage services are available in the vicinity of the proposed development. The servicing strategy for the lands is described in the Functional Servicing Report prepared by RAND Engineering Corporation.

Section 5.4.3.1 sets out objectives for Rural Service Centres such as Bolton. The relevant objectives are as follows:

*5.4.3.1.1 To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*

*5.4.3.1.2 To preserve and enhance the distinct character, cultural attributes, village atmosphere, and historical heritage of Bolton and Caledon East.*

The proposed development will fill in a remnant undeveloped piece of land within the community of Bolton, and make efficient use of that land to provide necessary housing and open space for residents of Caledon. Safety will be ensured through the implementation of sidewalks for pedestrian use and street lighting in accordance with Town standards. The distinct nature and character of Bolton will be expressed through the varied architectural styles which will use historical elements in the building designs.

More information on building architecture can be found in the Architectural Control Guidelines prepared by NAK.

Section 5.5 sets out the Growth Management policies of the PROP. Sections 5.5.1 and 5.5.2 set out the general objectives and policies surrounding growth management, which include optimizing the existing land supply and existing/planned infrastructure by directing growth to built-up areas through intensification, and accommodating the growth forecasts. The proposed development makes efficient use of lands in the built up area, and proposed to utilize existing stormwater management ponds to service the lands.

Section 5.8.1 sets out the policies regarding housing. The general objectives of the PROP are to:

*5.8.1.1 To provide an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

*5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.*

*5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*

*5.8.1.4 To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

The proposed development will contribute single detached dwellings to an established community which is comprised of a mix of single-detached, semi-detached and townhouse dwellings. A recent development at the former 5<sup>th</sup> Sideroad and Highway 50 introduced a dense condominium townhouse development. Therefore, the single-detached dwellings further diversify the offering of unit types in the community.

Furthermore, accessibility options for dwelling units can be explored during the sales program, as needed. Bungalow or bungalow products will be provided as options for purchasers, to facilitate aging-in-place. Finally, the proposed development makes efficient use of land and infrastructure, which is planned in an environmentally sensitive manner.

The proposed development therefore conforms to the Region of Peel Official Plan (2018).

#### 5.4 Town of Caledon Official Plan (Office Consolidation April 2018)

The subject lands are located within the 2021 Settlement boundary within the Rural Service Centre of Bolton as per Schedule C - Bolton Land Use Plan of the Town's Official Plan. The Town's Official Plan outlines the following housing objectives and policies:

- "3.5.2.1 To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.*
- 3.5.2.2 To encourage all forms of residential intensification in parts of built up areas that have sufficient existing and planned infrastructure and community services.*
- 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.*
- Other settlements which have limited capacity to absorb and support new housing, especially housing at medium to high densities are planned to have a more moderate increase in 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."*

The proposed development achieves the above housing objectives and policies through the development of single detached dwellings in a predominantly low-rise residential area. This development is compatible with existing development and provides an alternative form of new housing in comparison to recently approved townhouse and semi-detached products in the same community.

The proposed development represents an appropriate form of intensification within the built-up area that has regard for the scale and type of housing in the adjacent neighbourhood. Further, there are existing services available to service the proposed residential development, including but not limited to existing water and wastewater infrastructure schools and parks.

Section 3.5.3.8 of the Official Plan contains policies related to universal design which are meant to encourage the design of housing to provide for the ability for its occupants to make future changes easily and with minimum expense to meet their evolving needs.

Carantania Investments (BT) Inc. intends to provide multiple design options for residential units therefore, meeting the intent of the Town's universal design policies.

The Town's Official Plan contains the following applicable growth management policies with respect to intensification:

*"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.*

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

The subject lands are located within the delineated built-up areas as shown on Figure 6 of the Town's Official Plan and are therefore an appropriate location for development and intensification. The proposed development contributes to the Town achieving their minimum residential development allocation target for the built-up area.

The Town's general settlement area policies reiterate:

*"5.10.3.5 Development of settlements will occur in an orderly manner that make efficient use of services and discourages scattered or fragmented land development."*

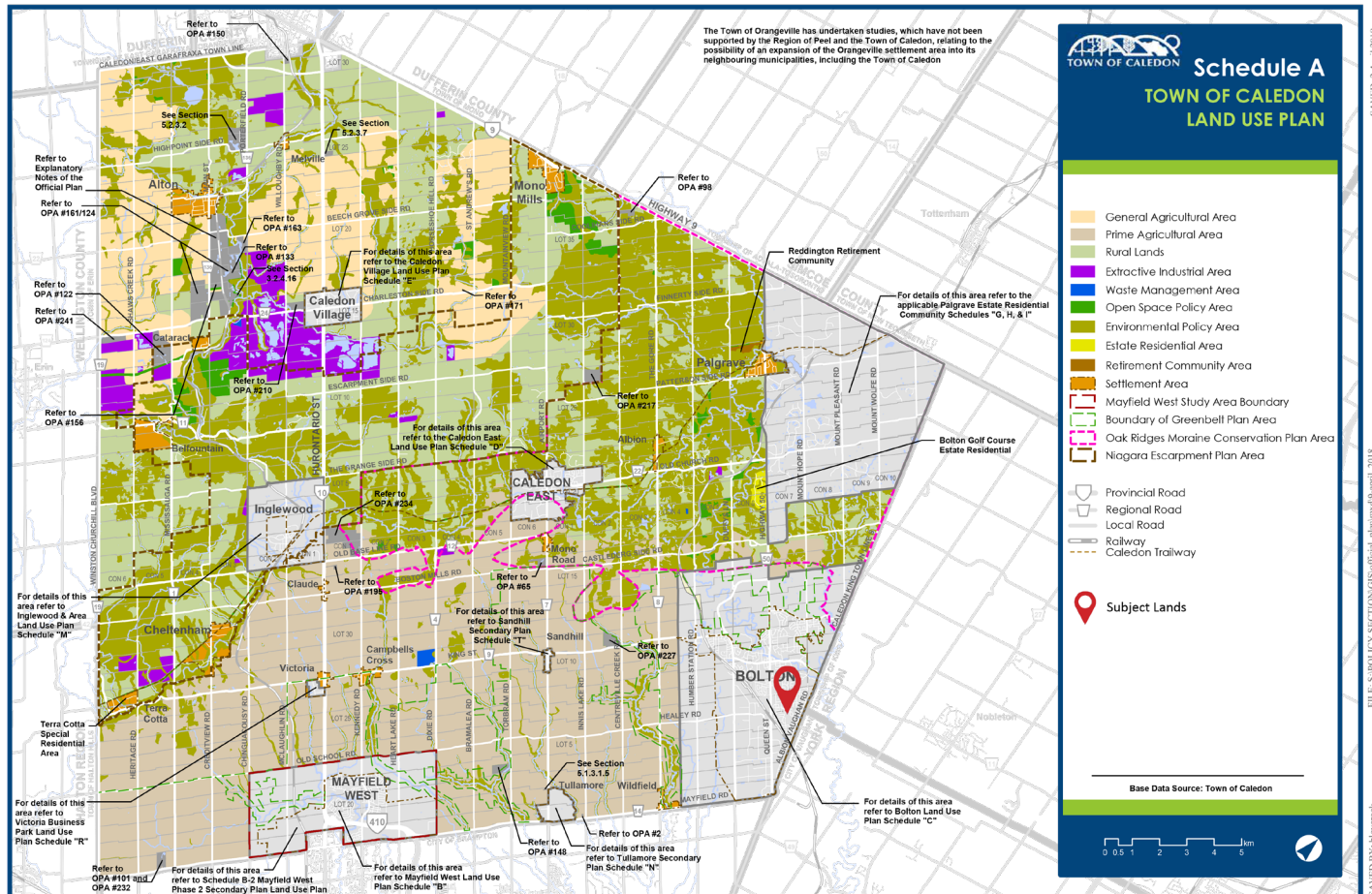
The proposed development is categorized as an infill development which completes the surrounding community. Currently, Pembroke Street dead-ends at the northern end of the site and restarts closer to the southern portion of the site. The proposed development links these dead ends to create connectivity through the development. Similarly, the proposed Street '2' will connect with Southbury Manor Drive to the East to provide connection with the eastern existing residential community. The existing Sheardown Trail to the west of the site will connect to the extended Pembroke Street which will also connect the proposed development to the existing residential community. This represents orderly development within the settlement area, which makes efficient use of existing services and provides for connections to the surrounding neighbourhood.

*"5.10.3.10 The land uses, and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscape(s) of the community."*

The proposed residential development provides a compatible land use pattern and scale of development to the surrounding neighbourhood. The surrounding neighbourhood is comprised of a mix of townhouses dwellings and single detached units. The proposed development is consistent with that of the surrounding area. The proposed park will also expand the existing R.J.A Potts Memorial Park thereby expanding the parks and open space system.

For the reasons outlined above, the proposed development conforms to the Town of Caledon Official Plan (2018).

**FIGURE 6 – TOWN OF CALEDON DELINEATED BUILT UP AREA (Figure 1/Growth Plan  
Policy Areas in Caledon**



#### 5.4.1 Bolton South Hill Secondary Plan (2018)

The Bolton South Hill Secondary Plan Area (“the Secondary Plan”) is nearly built out and the subject lands are one of the last remaining underutilized parcels of land within the area. The subject lands are designated lands Mixed Low/Medium Density Residential and Open Space Policy Area on Schedule C-2 – Bolton South Hill Land Use Plan. Figure 6 identifies the Secondary Plan designations on the subject lands.

The Mixed Low/Medium Residential designation permits single-family dwellings, semi-detached units, link units, street, and end-block townhouse units (Section 7.2.5.3.2) with a minimum density of 16 units per net hectare with a maximum density of 24.8 units per net hectare (Section 7.2.5.3.1).

Policy 7.2.6 of the Official Plan identifies parks in Secondary Plan, one of which is adjacent to the subject lands (RJA Potts Memorial Park). Parkland dedication from the subject site will be comprised of an irregularly shaped parcel which will be added to the existing park, adjacent to the school site. This area is greater than the 5% dedication required by the Ontario Planning Act. As per policy 7.2.6.4, minor adjustments in park location as shown on the Official Plan schedules is permitted if the intent of co-locating schools and parks is maintained.

The Secondary Plan schedule C-2 currently depicts the southernmost lots on the east side of Pembroke Street as Open Space Policy Area. Policy 7.2.6.4 states:

*“It is the intent of the plan to locate parks adjacent to school sites and to provide trail linkages between sites to maximize access to such sites. Joint use of park and school sites shall be encouraged. Minor adjustments in the park location are permitted subject to Council approval without requiring an amendment to the Official Plan, provided that the aim of achieving consolidated park/school sites is maintained.”*

The location of the park is not being changed, rather the boundary of the park is being adjusted to fit the community context, where the existing park already has significant frontage on Pembroke Street. Furthermore, Policy 6.6.2 reads:

*“The boundaries of the land use designations on the Land Use Schedules shall be considered approximate, except where they coincide with roads, railways, lot and concession lines, major watercourses, or other definitive physical features. Where the general intent of the Plan is maintained, minor land use boundary adjustments will not require an amendment to this Plan.”*

Together, policies 7.2.6.4 and 6.6.2 provide the necessary flexibility to adjust the Open Space boundary, which has also been carried forward in the density calculation. No revisions to the density calculation are required as a result and the proposed development remains in keeping with the Official Plan.

The general policies of the Secondary Plan state that *“The Bolton South Hill Area will be primarily a low-density residential community with selected multiple housing areas and containing a broad range of neighbourhood uses including 2 school sites, 2 parks.”* (Section 7.2.4.1). Carantania Investments (BT) Inc. intend to provide low density residential uses and a public park, in keeping with the policies of the Bolton South Hill Secondary Plan.

Section 7.2.5.3.4 states:

*To achieve the housing mix goals of the Official Plan which are to provide approximately 30% of housing units within the South Hill Area for medium and high density purposes, each plan of subdivision submitted shall be encouraged to have approximately 30% of the proposed units for medium density development.”*

The proposed density is in keeping with the requirements of the Secondary Plan for this area. Although single-detached dwellings, they have been proposed in a more compact format to achieve the objectives of the Official Plan.

Finally, the Secondary Plan states:

*“7.2.10.5 The final approval of specific development proposals will be based on the following:*

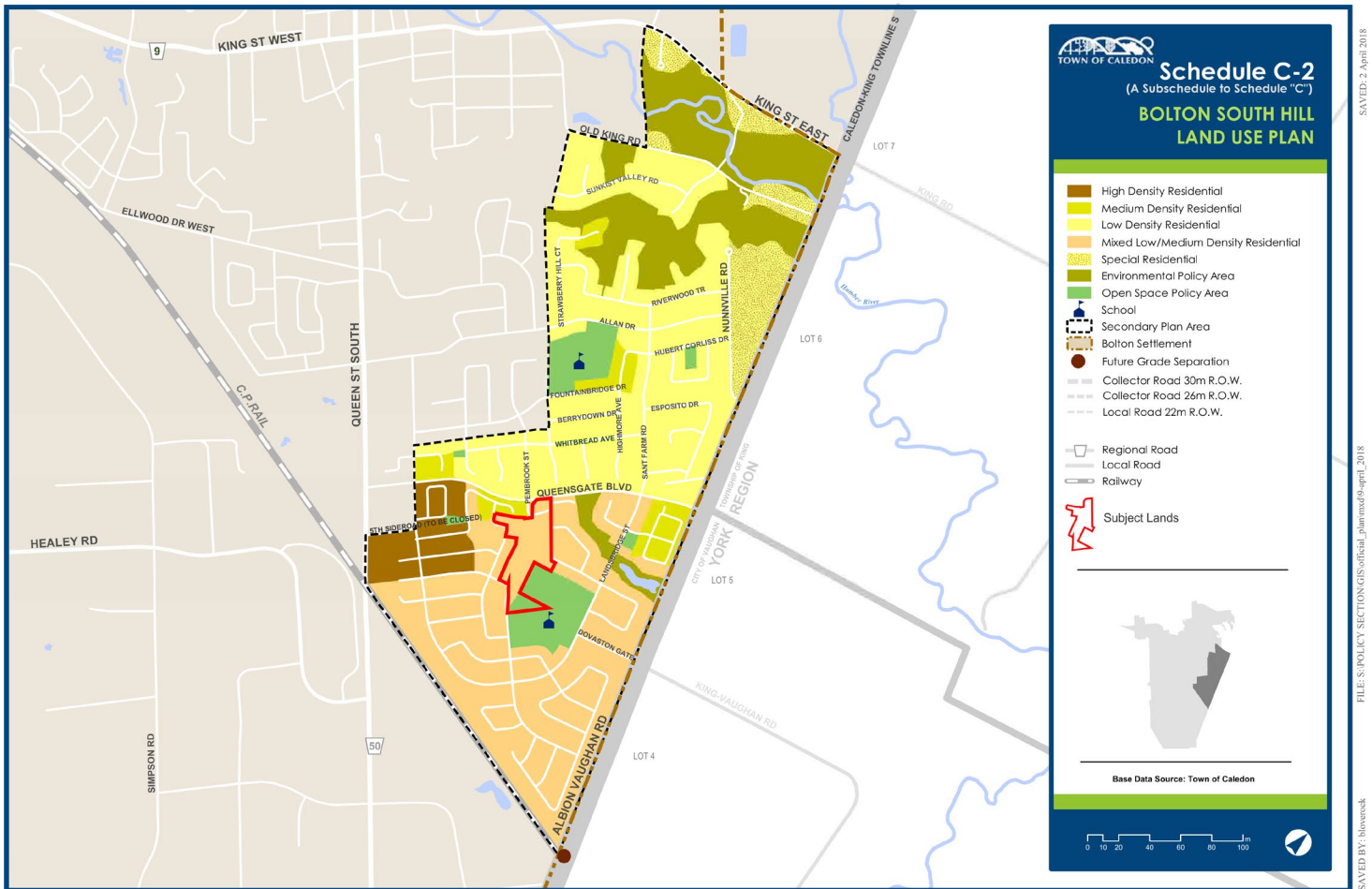
- a) Orderly provision of services and facilities*
- b) Sequential development of neighbourhood areas*
- c) Provision of schools and parks*
- d) Construction of the collector road system*
- e) Adequacy of the stormwater management system”*

The proposed development completes the local road system and the surrounding neighbourhood as it is one of the last large, underutilized parcels in the area. It provides vehicular and pedestrian connectivity through the community and proposes to expand public park facilities by implementing a park block adjacent to that which is existing.

A stormwater management assessment has been prepared by RAND Engineering Corporation to ensure there is an adequate stormwater management strategy in place. The Stormwater management report has determined three existing stormwater management ponds (Pond numbers 2, 3 and 17) located to the east and south east of the site have sufficient capacity for the site.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications conform to the policies of the Bolton South Hill Secondary Plan and are therefore in conformity with the Town of Caledon’s Official Plan.

FIGURE 7 – BOLTON SOUTH HILL SECONDARY PLAN



April 2018 Office Consolidation

## 5.5 Town of Caledon Zoning By-law 2006-50

The subject lands are currently zoned Open Space (OS), Residential One (R1) with a range of site-specific exceptions and Mixed Density Residential (RMD). A Zoning By-law amendment has been submitted to implement the proposed draft plan of subdivision and a draft by-law is included as part of the submission materials. The proposed zoning is a site-specific R1 zone for the residential dwellings and an Open Space (OS) zone for the park block to be consistent with the adjacent park block.

Part of the existing Open Space zone which covers the southernmost lots on the east side of Pembroke Street are proposed to be re-zoned to a residential zone. This is based on the refinement of the land use designation boundaries from the Secondary Plan, for which analysis is included in the preceding section of this report.

The R1 zone permits a range of small-scale residential uses such as: Accessory Apartment, Private Home Day Care, Detached Dwelling, and Home Occupation. The OS zone allows for a number of uses including; Beach, Camping ground, Cemetery, Conservation School, Accessory Dwelling Unit, Fairground, Fishing Club, Forest Management, Golf Course, Hunt Club, Horticultural Nursery, Park, Private Park, Commercial Parking Lot, Municipal Parking Lot, and Ski Area.

The table below outlines the parent R1 Zone requirements to be amended and the proposed zone standard for the proposed development. All other provisions of By-law 2006-50 will continue to apply.

	By-law Standard	By-law 2006-50 Residential One (R1) Zone Requirements and General Provisions	Proposed Site-Specific Exceptions to Residential One (R1) Zone
	Building Requirements: (Section 6.3 Table 6.2)		
a.	Lot Area Minimum:	650m <sup>2</sup>	330m <sup>2</sup>
b.	Corner Lot Frontage (minimum):	18m	12m
c.	Interior Lot Frontage (minimum):	15m	10.5m
d.	Front Yard Setback (minimum):	9m	6m
	a) Front wall of attached private garage		
	b) Front wall of	9m	4.5m

	main building		
e.	Exterior Side Yard Setback (minimum):	6m	3.5m
f.	Interior Side Yard Setback (minimum):	1.5m	0.6m and 1.2m
g.	Rear Yard Setback (minimum):	7.5m	7m
h.	Building Area (Maximum)	25%	50%

**Lot Area:** The lot areas are being reduced to accommodate the smaller single-detached lots which are 11m in frontage. This requirement was originally 650 m<sup>2</sup>, developed at a time when larger lots were commonplace and under a different Growth Plan. The current Growth Plan (2020) directs development to make efficient use of land and provide a compact built form.

**Lot Frontage:** This provision is being amended separately for corner and interior lots. The corner lots had to be reduced to 12m to accommodate the curvature of the street in two locations. Based on the definition of Lot Frontage, and the way in which it is to be calculated, the 12.2m product on a corner lot requires greater relief for technical reasons. The smallest interior lots are 11m and the requested frontage is 10.5m to provide some tolerance for construction.

**Front Yard Setback:** This has been reduced to 6m to an attached private garage, which will accommodate the necessary parking and bring the dwelling closer to the street, for more activation from the public realm. In order for the garages not to dominate the frontage, the setback to the front of the dwelling is less than the garage at 4.5m. This is consistent with the direction in the Architectural Control Guidelines.

**Side Yard Setbacks:** Exterior side yard setbacks have been reduced to 3.5m as this still facilitates an active frontage and adequate open space and sightlines across corner lots. Interior side yards are proposed at 1.2m and 0.6m, which are typical standards and allow for the most efficient use of the lot for building area. The site-specific by-law seeks to permit the pairing of 0.6m side yards on adjacent lots, which could contribute to some variety and interest between dwellings while ensuring there is no less than 1.2m between them for access.

**Rear Yard Setback:** This is proposed to be decreased by 0.5m to assist in providing a more functional floor plan and interior living space. This is imperative in today's market, as more people work and live at home regularly.

**Building Area:** This standard is proposed to be increased in relation to the decreases in setbacks. In addition, it provides tolerance for future covered porches or accessory structures. This will decrease the need for future minor variances by residents. The

parent By-law requires a minimum landscaped area of 30% which will offset the proposed building area.

The proposed site-specific amendments to the Town of Caledon Zoning By-law 2006-50 are appropriate and will facilitate the development of a compact single-detached built form which efficiently utilizes the subject lands.

## **6.0 Summary**

The proposed residential development is consistent with the objectives and intent of the Provincial Policy Statement (2020), conforms to the Growth Plan for the Greater Golden Horseshoe (2020), Peel Region Official Plan (2018), the Town of Caledon Official Plan (2018) and the Bolton South Hill Secondary Plan. The proposed development seeks to intensify within the built-up area in Bolton and makes use of existing infrastructure, while providing for the anticipated housing needs of the Town of Caledon. The development proposes a desired built-form that meets the required density, makes efficient use of land and infrastructure, is pedestrian-scaled and which contributes to a vibrant neighbourhood.

Given the above, it is our opinion that the proposed Draft Plan of Subdivision and Zoning By-law amendment represent good planning.