
PLANNING JUSTIFICATION REPORT

12599 Hwy 50 Ltd.

OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

12563 & 12599 Highway 50 and 2 Industrial Road
Part of Lots 3 and 4, Concession 7
Town of Caledon

TOWN OF CALEDON
PLANNING
RECEIVED

April 20, 2021



PREPARED BY



March 2021

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1.0 Background

1.1 Introduction

Evans Planning Inc. has been retained by 12599 Hwy 50 Ltd., the ‘Owner’ of the properties municipally described as 12563 and 12599 Highway 50, and 2 Industrial Road (the subject property). The subject property is legally described as ‘Part of Lots 3 and 4, Concession 7, Town of Caledon’, and is located on the east side of Highway 50, north of Industrial Road. The total area of the site is approximately 3.61 hectares (8.92 acres).

The Owner has submitted applications to amend the Town of Caledon Official Plan and Zoning By-law to permit the redevelopment of the property. Applications for Site Plan Control and Draft Plan of Condominium approval will be provided at a later date.

The Owner intends to redevelop the property with a multi-phase mixed-use project consisting of five apartment buildings ranging in height from 18 to 32-storeys in height. Once fully built out, the proposed development will contain approximately 2,229 residential dwelling units, consisting of both apartment and townhouse dwelling types, as well as 3,179 square metres (34,218 square feet) of retail floor area.

From a land use perspective, the proposed development is consistent with the policies contained within the Provincial Policy Statement 2020, the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the principles of the Town of Caledon Official Plan. Generally, these policy directives promote the wise use of urban land through the intensification of appropriately located underutilized sites within built-up urban areas and the efficient use of existing municipal infrastructure. The proposed Official Plan Amendment and Zoning By-law Amendment applications will facilitate an efficient and intensified land use within an urban area along an arterial road, and is thus supportive of the growth policies of the Province, Region and Town.

1.2 Location and Size of the Subject Lands

As shown in Figure 1, the subject lands are located on the east side of Highway 50, north of Industrial Road. The property is municipally described 12563 and 12599 Highway 50, and 2 Industrial Road, and legally described as 'Part of Lots 3 and 4, Concession 7, Town of Caledon'. The subject property possesses a combined frontage of approximately 129.81 metres (425.89 feet) along Highway 50 and approximately 108.65 metres (356.46 feet) along Industrial Road, and has a total area of 3.61 hectares (8.92 acres).

Figure 1: Property Location



1.3 Site Context

The subject property consists of three individual lots of record, municipally known as 12563 and 12599 Highway 50, and 2 Industrial Road. Current uses and accesses arrangements for the properties are as follows:

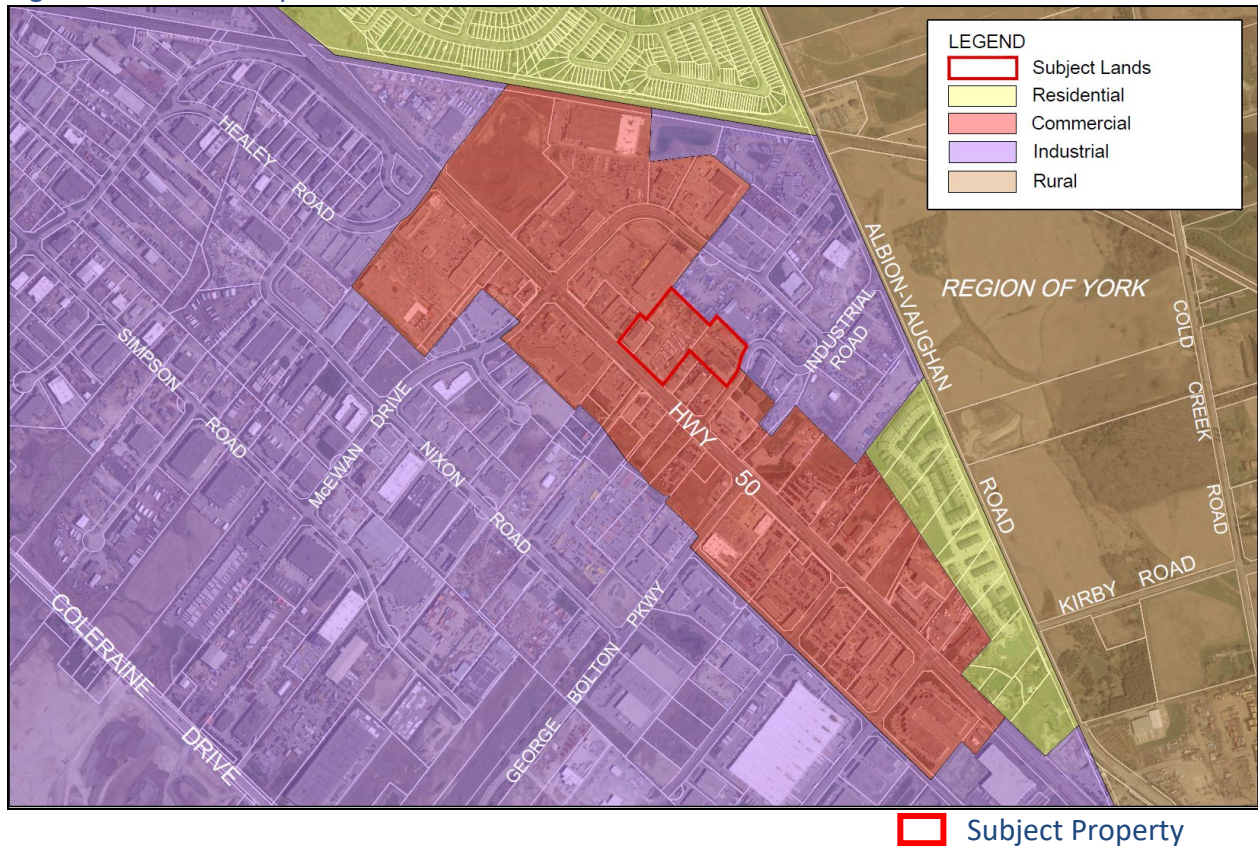
Property	Current Use	Access Configuration
12599 Highway 50	1-storey commercial building (Northpoint Plaza)	Access from Highway 50
12563 Highway 50	1-storey automotive repair facility (Napa Autopro) 1-storey commercial building (ULMA)	Access from Highway 50
2 Industrial Road	2-storey automotive sales establishment (Ultimate Auto Sales)	Access from Industrial Road

The following uses are located immediately adjacent to the subject property:

North	Commercial development, car wash, commercial plaza, Canadian Tire
East	Industrial development, car towing and collision facility
South	Industrial and commercial development
West	Commercial developments

The subject lands are located along Highway 50, a major arterial road within the Town of Caledon. The lands are situated within an existing commercial corridor generally bordered by industrial uses. The lands immediately to the north and west are retail commercial consisting of big-box stores, as well as small and mid size retailers. To the east of the subject lands is industrial development, which includes areas of outside storage. South of the subject lands are industrial and commercial businesses. A small residential pocket of townhouse dwellings is located to the south east of the subject lands. All other residential uses within the immediate area are located north of the railway tracks. Figure 2 illustrates the existing land use context of the area.

Figure 2: Context Map



The subject lands are located within an existing business corridor in Bolton, but are also located within an area that is expected to accommodate intensification and growth. As such, at this time community facilities are currently limited in the immediate area.

The following community services and businesses are located within proximity of the subject lands:

Schools:

1. Creative Children's Montessori School and Day Care
2. Countryside Montessori & Private School
3. St John the Baptist Elementary

Parks and Open Space:

4. Tormina Parkette
5. R.J.A. Potts Memorial Park

Community Centres:

- 6. The Exchange

Health Clinic

- 7. Bolton Medical Practice and Therapy
- 8. TruHealth Medical Clinic Centre

Figure 3 provides a map of community facilities in the area.

Figure 3: Community Facilities



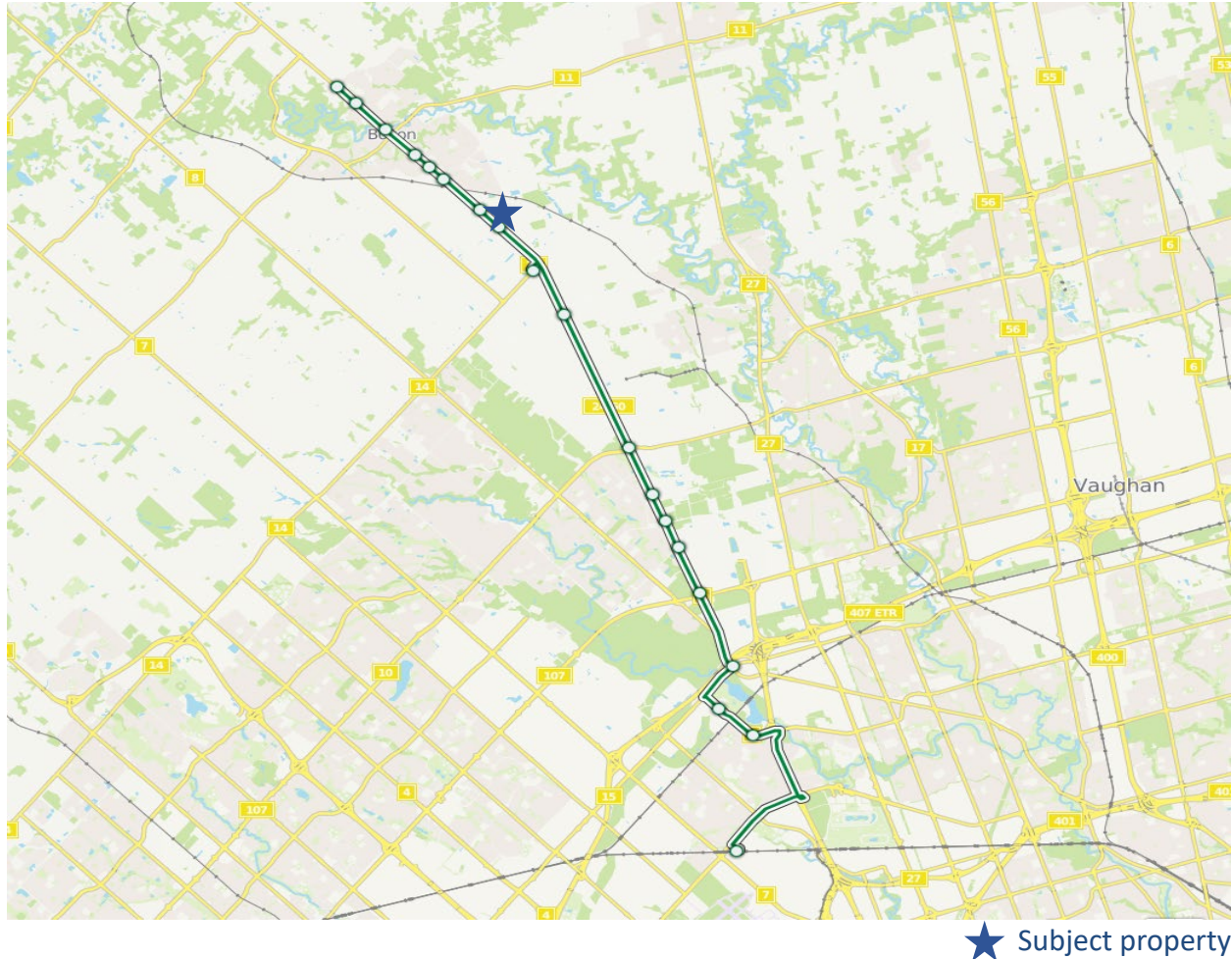
 Subject Property

1.4 Transportation and Transit

As will be outlined in later sections of this report, Highway 50 is identified as a major arterial road within the Town of Caledon Official Plan. Inter-regional transit is provided along Highway 50 by GO Transit with the closest bus stop located approximately 175 metres north of the subject property at the south east corner of Highway 50 and McEwan Drive East. GO Bus Route 38 runs

Monday to Friday four times a day and provides service between Bolton and Mississauga, ultimately connecting to the Malton Go Train Station.

Figure 2: Go Bus Route 38 Map (March 2021)



The contemplated redevelopment of the subject property seeks to implement a vibrant, mixed-use and pedestrian oriented built form. Although frequent transit service has not yet been established in Bolton, it is anticipated that as the area evolves from a commercial/industrial hub to a mixed-use intensification area, more transit opportunities will become available.

1.5 Proposed Development Concept

The proposed site plan contemplates the development of the property with a multi-phase mixed-use project consisting of five apartment buildings ranging in height from 18 to 32-storeys in height. Once fully built out, the proposed development will contain 2,229 residential dwelling units, consisting of both apartment and townhouse dwelling types, as well as 3,179 square metres (34,218 square feet) of at-grade commercial floor area.

Figure 4: Site Plan



The proposed development will be accessed by a condominium laneway that will provide connections to all buildings within the site. The laneway will have two full moves accesses onto Highway 50 and onto Industrial Road. The existing access points to the properties will be closed, and the consolidation of these driveways, particularly along Highway 50, will increase the level of safety for drivers and pedestrians.

The proposed development is anticipated to be constructed in five phases, beginning with Building No. 1 and proceeding sequentially to building No. 5. The following is a summary of each building/phase:

Building	Residential	Types of units	Commercial	Parking/Loading
1	519 units 40,838.87m ²	39 1 Bedroom 195 1Bedroom + Den 216 2 Bedroom 39 2 Bedroom + Den 29 3 Bedroom 0 Townhouse	1,144 m ²	Parking 775 spaces Loading 2 spaces
2	428 units 32,594.59 m ²	46 1 Bedroom 160 1Bedroom + Den 164 2 Bedroom 27 2 Bedroom + Den 26 3 Bedroom 5 Townhouse	748 m ²	Parking 345 spaces Loading 2 spaces
3	413 units 32,107.33m ²	38 1 Bedroom 149 1Bedroom + Den 166 2 Bedroom 17 2 Bedroom + Den 35 3 Bedroom 8 Townhouse	507 m ²	Parking 410 Loading 2 spaces
4	611units 48,296.87m ²	75 1 Bedroom 219 1Bedroom + Den 232 2 Bedroom 65 2 Bedroom + Den 8 3 Bedroom 12 Townhouse	0	Parking 603 Loading 2 spaces
5	258 units 19,730.55m ²	31 1 Bedroom 93 1Bedroom + Den 112 2 Bedroom 4 2 Bedroom + Den 18 3 Bedroom 0 Townhouse	780 m ²	Parking 359 Loading 2 spaces
TOTAL	2,229 units 173,568.21m²	229 1 Bedroom 817 1Bedroom + Den 890 2 Bedroom 152 2 Bedroom + Den 116 3 Bedroom 25 Townhouse	3,179 m²	Parking 2552 spaces Loading 10 spaces

The proposed development has a combined gross floor area (GFA) of 176,747.21 square metres (19,02491.13 square feet) and a floor space index (FSI) of 4.9. The overall GFA includes 173,568.21 square metres (1,868,272.66 square feet) of residential area and 3,179 square metres (34,218 square feet) of commercial floor area. The 2,229 dwelling units within the project are comprised of:

1 Bedroom	229	10%
1 Bedroom + Den	817	37%
2 Bedroom	890	40%
2 Bedroom + Den	152	7%
3 Bedroom	116	5%
Townhouse	25	1%
		100.0%

Three levels of underground parking will provide a total parking supply of 2,455 parking spaces, while 97 parking spaces are proposed at grade. Access to the underground parking is provided to each building. The underground parking structure will be constructed in phases, and will eventually connect all phases of the development. A bicycle parking supply of 916 spaces is to be provided at the P1 level, of which 52 spaces will be for short term bicycle parking, and 864 spaces will be for long term storage.

Both indoor and outdoor amenity areas are provided within each of the proposed buildings, with a total of 4,458 square metres (47,986 square feet) of indoor amenity area, and 8,075 square metres (86,913 square feet) of outdoor amenity space. Indoor amenity areas will be further defined through the site plan approval process. Outdoor amenity areas are proposed to be at grade and at rooftop amenity areas at levels 8, 10 and 13 of each building. The proposed amenity areas will equate to 5.62 square metres of amenity area per dwelling unit.

Figure 5 illustrates the proposed ground floor uses, which largely consist of retail areas along Highway 50 and Industrial Road, as well as amenity areas. Buildings 2, 3 and 4 will also include townhouse units on the ground floor. Building operation and service areas are located internal to the buildings and will be accessed from the proposed driveway. Loading areas are located away from Highway 50 and Industrial Road and will not be visible from the public streets.

Figure 5: Overall Floor Plan

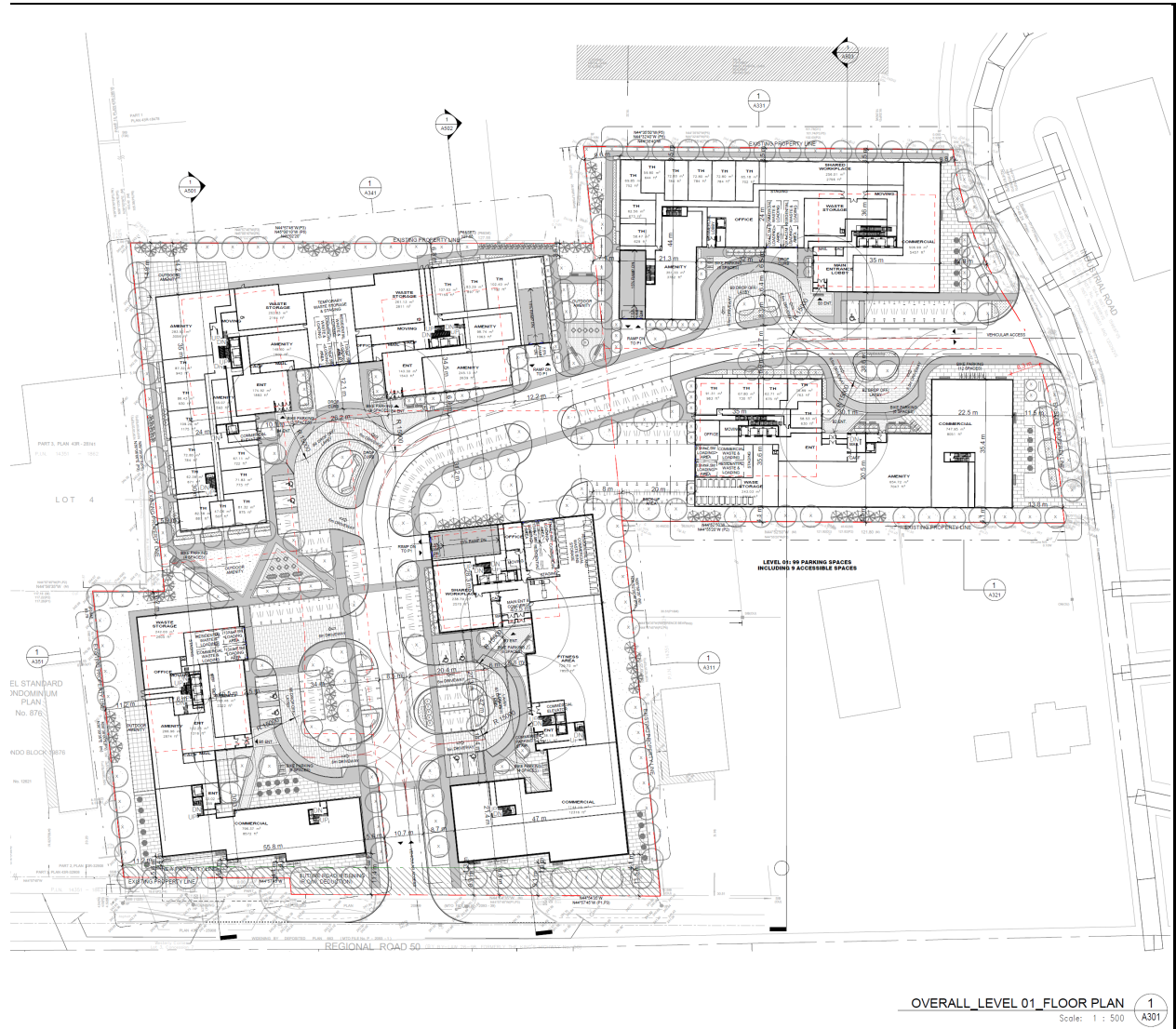


Figure 6: Perspectives 01 Plan



2.0 Planning Policies, Regulations and Analysis

This section of the planning justification provides an analysis of the proposed development in the context of the following provincial and local documents:

- Provincial Policy Statement 2020 (PPS)
- Growth Plan for the Greater Golden Horseshoe (2019)
- Region of Peel Official Plan (Consolidated 2018)
- Town of Caledon Official Plan (Consolidated 2018)
- Bolton Queen Street Corridor Study (2019)
- Town of Caledon Zoning By-law 2006-50

2.1 Provincial Policy Statement (PPS)

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020, replacing the prior PPS 2014. It outlines the policies for managing and directing land use to achieve efficient development and land use patterns. The PPS promotes the focus of urban growth and development to settlement areas and away from significant or sensitive resources. Optional growth is to be obtained through efficient development patterns which efficiently use land and resources, and ensure the effective use of infrastructure and public service facilities. The PPS promotes a mix of housing types and intensification within the urban area and the efficient use of municipal services in order to create sustainable living cities.

The following PPS policies are of particular relevance to the redevelopment of the subject lands:

- **Section 1.1.2** *“Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years....Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.”*
- **Section 1.1.3.1** *“Settlement areas shall be the focus of growth and development.”*
- **Section 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;*
 - c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;...*

Land use patterns within settlement areas shall also be based on 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.”

- **Section 1.1.3.3** *“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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.”*
- **Policy 1.1.3.4** *“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*
- **Policy 1.1.3.5** *“Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.”*
- **Policy 1.4.3** *“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the 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;*
 - 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.*

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- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
 - f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*
- **Policy 1.6.3** *“Before consideration is given to developing new infrastructure and public service facilities:
 - a) *the use of existing infrastructure and public service facilities should be optimized; and*
 - b) *opportunities for adaptive re-use should be considered, wherever feasible “**
 - **Policy 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.”*
 - **Policy 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.**
 - **Policy 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.”*
 - **Policy 1.8.1** *“Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
 - a) *promote compact form and a structure of nodes and corridors;**
-

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;...*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;...”*

Conformity with Provincial Policy Statement:

The development proposal is to demolish existing ground level commercial buildings on the 3.53 hectare parcel of land, and redevelop the site in a phased manner as a community development composed of five multi-story buildings. Four of the five buildings are proposed to be mixed-use with ground floor commercial uses with residential apartment units in the stories above. Parking for the development will be primarily located underground in an interconnected parking garage. A private right-in, right-out driveway will provide access to the site from Highway 50, and a full moves access will be provided onto Industrial Road.

The Provincial Policy Statement (PPS) provides a framework on matters of provincial interest, while the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides direction on growth and intensification within the Province. It is the mandate of municipalities to conform with provincial policy in order to appropriately contribute to the Province’s overall objectives.

The proposed development contemplates the redevelopment of the subject property, currently an under-utilized site given its context, with an urban settlement form that is consistent with the vision established within the PPS. The proposed development is consistent with Section 1.1.3.3 of the PPS as the subject site is located in a designated settlement area (Town of Caledon Official Plan, Schedule A1), which is appropriate for intensification.

The proposed development will contribute to creating compact, healthy, liveable and safe communities through the efficient development of a residential use on an existing infill site which utilizes existing infrastructure and public facilities and will contribute to the long-term needs of the local community. The proposed development accommodates a mix of differing sized apartment units and can accommodate a variety of household types. The development also does not cause environmental or public health and safety concerns.

The PPS requires that a range of housing options should be accommodated through intensification, including housing types and housing forms. The proposed development is consistent with Section 1.4.3 as it will help meet the needs of different income groups, people with accessibility challenges and people within all life stages. The compact built form of development will provide additional housing options and minimize the cost of housing when compared to other forms of ground related housing prevalent in the Bolton area.

The proposed development will assist the Town of Caledon in meeting its intensification target, consistent with Section 1.2.4.

Policy 1.4.3(d) of the PPS promotes housing density that is supportive of active transportation and transit infrastructure, while Policy 1.4.3(e) requires transit supportive development and prioritizing intensification in proximity to transit corridors and stations. The subject property is located adjacent to the Hwy 50/ Queen Street corridor, where GO Bus Transit Route 30 operates directly adjacent to the subject property. This transit route provides connections through the Town of Caledon and into adjacent municipalities. The proposed residential development will allow for an efficient use of existing infrastructure and access to public transit along a Major Road, which provides both inter- and intra-regional connections.

Section 1.6.6.2 of the PPS indicates that development on full municipal services is the preferred avenue by which urban type development is to be accommodated and the utilization of services should be optimized. The proposed intensification land use will utilize municipal infrastructure responding to the direction of servicing policies of the PPS.

The mixed-use format of the proposed development contributes to the further diversification of uses within the community, will contribute to shortening commute journeys and decrease congestion, which will help to support climate change adaptability as identified by the PPS.

The proposed development is consistent with the policies contained within the PPS.

2.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

In May 2019, the Provincial Government released an update to the Growth Plan for the Greater Golden Horseshoe following a period of public consultation. The updated plan, titled ‘A Place to Grow: Growth Plan for the Greater Golden Horseshoe’ (Growth Plan 2019) outlines the policies for managing and directing where and how growth should occur within the Greater Golden Horseshoe.

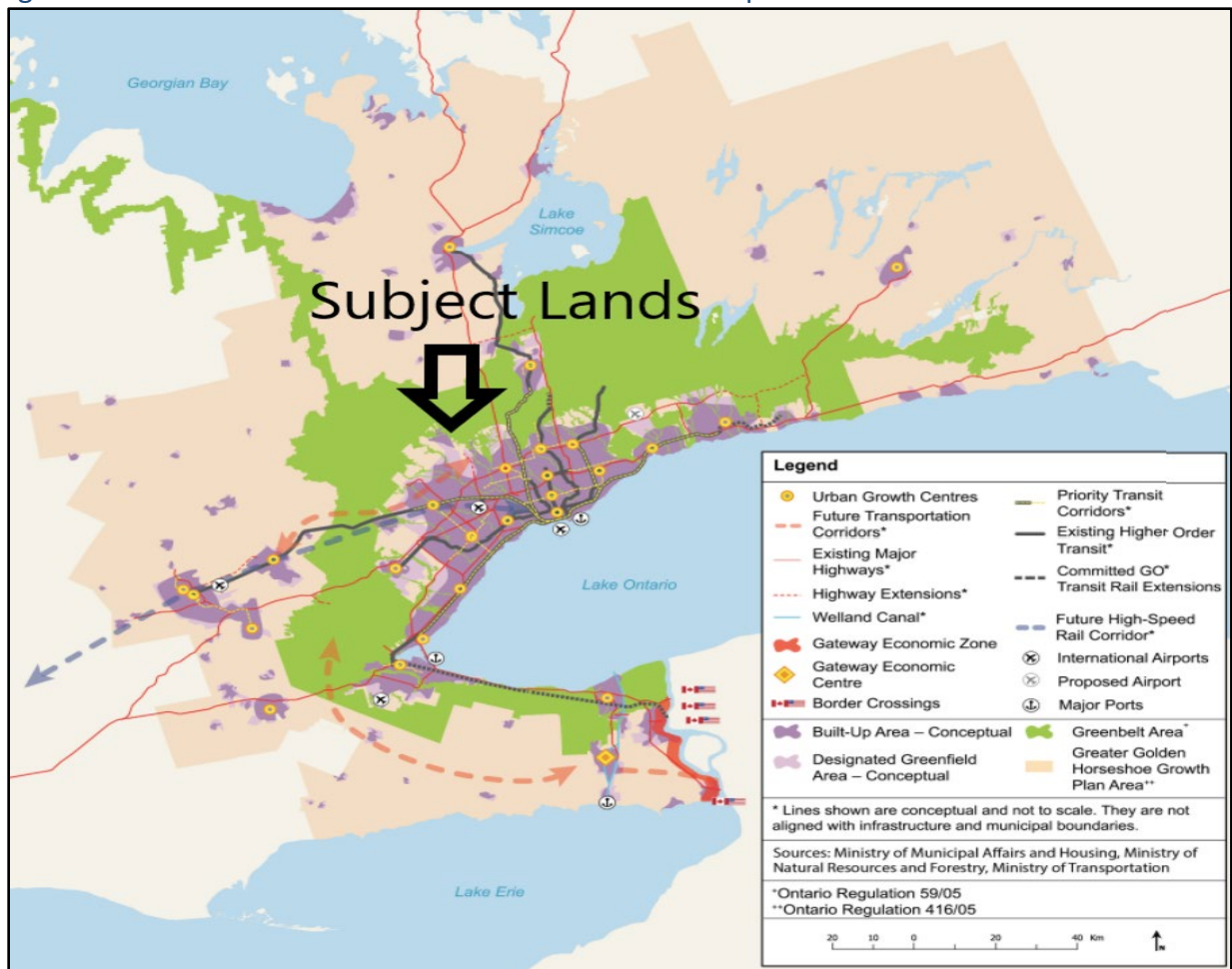
Amendment 1 to the Growth Plan was released in August 2020 and extends the planning horizon to the year 2051, and provides updated population forecasts anticipating a population 14.87 million people and 7.01 million jobs. Of this total, the Region of Peel is forecast to accommodate a population of 2.28 million residents and 1.07 million jobs.

All decisions with respect to the exercise of an authority that affects a planning matter must conform to the Growth Plan.

The Growth Plan directs growth to settlement areas and prioritizes intensification, particularly in strategic growth areas. The Growth Plan also provides population and employment forecasts for municipalities within the Region of Peel, establishes the built boundaries for settlement areas, and provides targets for intensification.

The subject site is located within the “Built -Up Area – Conceptual” of the Growth Plan, as shown in Figure 7.

Figure 7: Growth Plan Schedule 2 - A Place to Grow Concept



Section 2.1 of the Growth Plan underscores its emphasis on intensification within the built-up area:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area”.

Forecasted growth is to be accommodated within ‘Complete Communities’, which are defined 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 following Growth Plan policies are relevant to the development of the subject lands:

- **Policy 2.2.1.2** *“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; and*
 - iv. *areas with existing or planned public service facilities;*

 - **Policy 2.2.1.3** *“Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this plan, which will:*
 - a) *establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
 - 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;”*

 - **Policy 2.2.1.4** *“Applying the policies of this Plan will support the achievement of complete communities that:*
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- a) *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - 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) *Expand convenient access to:*
 - i. *A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *An appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities;...*
 - e) *Provide for a more compact built form and a vibrant public realm, including public open spaces;*
 - f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
 - g) *Integrate green infrastructure and appropriate low impact development.”*
- **Policy 2.2.2.1** *“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) *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;...” (emphasis added)*
 - **Policy 2.2.2.2** *“Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.”*
 - **Policy 2.2.2.3** *“All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
 - b) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - c) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - d) *encourage intensification generally throughout the delineated built-up area;*
 - e) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
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- f) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - g) be implemented through official plan policies and designations, updated zoning and other supporting documents.”*
 - **Policy 2.2.4.10** *“Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.”*
 - **Policy 2.2.6.1** *“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...”*
 - b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1(a)...*
 - d) implement policy 2.2.6.1a), b) and c) through official plan policies and designations and zoning by-laws..”*
 - **Policy 2.2.6.2** *“Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) Planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) Planning to achieve the minimum intensification and density targets in this Plan;*
 - c) Considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) Planning to diversify their overall housing stock across the municipality.”*
 - **Policy 3.2.2.1** *“Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.”*
 - **Policy 4.2.10.1** *“Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection that will include:*
 - a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
 - b) reducing dependence on the automobile and supporting existing and planning transit and active transportation;...*
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- d) undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;”*

Conformity to Growth Plan for the Greater Golden Horseshoe 2019

As described above the proposal would allow for the redevelopment of the land for the purposes of five multi-story buildings in a mixed-use community development accommodating 2,229 apartment units and 2,400 square metres of ground floor commercial uses.

The proposed development is within a settlement area situated within the delineated built up area boundary and takes advantage of existing infrastructure and servicing. It represents an intensification of the existing subject site, supports the achievement of Growth Plan intensification targets and allocations, and provides for housing options that are appropriate within the context of the subject site. The proposed development supports the efficient use of municipal infrastructure and contributes to the achievement of complete communities by adding to the range and mix of housing options currently available in the Town of Caledon and more particularly the Community of Bolton.

The subject property is located adjacent to a Region of Peel Arterial Road (Highway 50), and is in proximity to residential, commercial, and community use areas within the Town of Caledon.

This development is consistent with the Growth Plan’s objective to encourage intensification within existing settlement areas, while also more effectively utilizing existing municipal services and resources. The proposal will also provide more diversity to the overall housing stock within the Bolton community, with greater opportunities for affordable housing when compared to the ground related residential housing which is the predominant built form of housing stock within the surrounding community.

The proposed development will aid in achieving a complete community by providing and a mixed-use development including apartment housing types, with transit supportive densities, within close proximity to existing commercial and community amenities encouraging active and alternative modes of transportation.

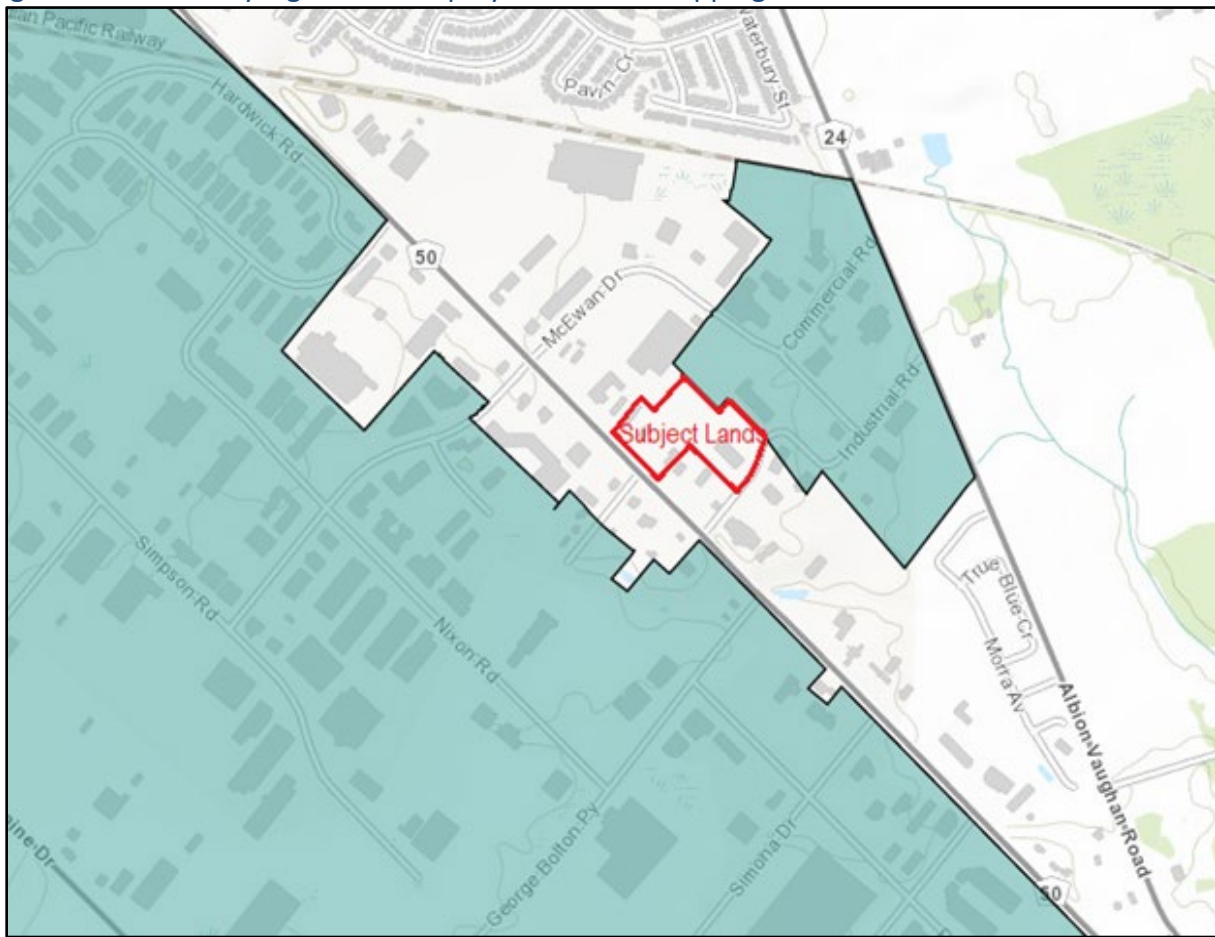
The proposed development recognizes and will assist in implementing the future initiatives and directives of the Growth Plan requiring 50% of intensification to be within Built Up Areas.

The Growth Plan also sets out policies that protect employment areas that are critical to the local and provincial economy, ensuring that they are protected for the long-term. The Province of Ontario has identified provincially significant employment zones (PSEZ) that are areas of high

economic output and are strategically located to provide stable, reliable employment across the region.

The Growth Plan describes PSEZ's as "Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs."

Figure 8: Provincially Significant Employment Zone Mapping



 Subject Property

It is important to note that the area within 500 metres of the subject lands supports multiple forms of land uses, including commercial, industrial and residential uses. As discussed in Section 2.5 of this report (Queen Street Corridor Study), it is envisioned that this area will become an intensification gateway into the community of Bolton. Although the lands to the east of the subject property are to be protected for long-term employment uses, it is likely that the area to

the east of the subject site will transform into a high functioning mixed-use area, as is permitted by the Growth Plan.

The proposed development is consistent with the planning objectives and policies outlined by the Growth Plan is considered to conform to The Growth Plan for the Greater Golden Horseshoe (2019).

2.3 Region of Peel Official Plan

The Region of Peel Official Plan (RPOP) is a long-term planning document and applies to the combined areas of the City of Brampton, the City of Mississauga, and the Town of Caledon, and outlines strategies to guide and manage growth and development in Peel Region for the period between the years 2005 and 2031 by, amongst other things, interpreting and applying the intent of Provincial policies within a regional context, and providing a regional strategic framework for the more specific objectives and land use policies of the municipalities situated within Peel Region. The RPOP was adopted by Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing (MMAH) on October 22, 1996. The current version of the RPOP has been consolidated, dated December 2018. The RPOP was appealed to the Ontario Municipal Board (OMB, now LPAT) following approval. A series of decisions brought sections of the RPOP into force and effect between October 1997 and July 1998, however various sections of the RPOP remain under appeal. Subsequent amendments to the RPOP have been undertaken between 2000 and 2018 addressing a variety of issues including conformity with Provincial policy.

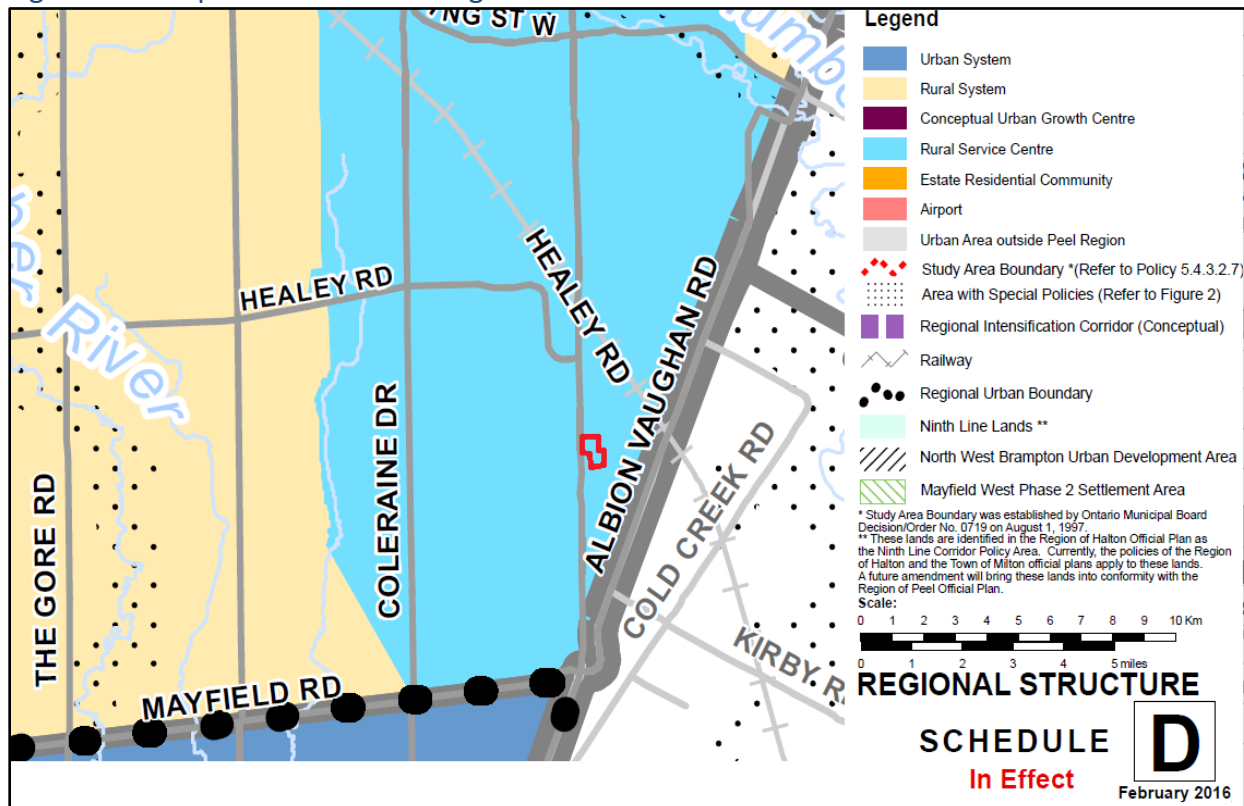
The current Review of the RPOP was initiated in May 2013, however given updates to a number of Provincial Plans, such as the Growth Plan 2019 as well as the recent decision by the Province of Ontario first to cancel, then re-initiate the GTA West Corridor Environmental Assessment, work on the update of the RPOP review remains ongoing. Intensification and Housing Background reports have been prepared in draft which show the need for greater intensification and population growth within the Region's Built Up Areas as laid out in the Growth Plan.

The RPOP provides a holistic approach to planning and establishes a long-term policy framework to guide growth and development, while recognizing the different contexts of the local municipalities. The general goals of the RPOP are to create healthy and sustainable communities, recognize, respect, restore, and enhance the importance of the environment, recognize the importance of a vibrant economy, and to support growth and development in a sustainable manner.

It is anticipated that the Region will experience significant growth to 2031 (present RPOP horizon date) growing from 1.21 million residents and 607,900 jobs in 2006 to a forecast population of

1.64 million residents and 870,000 jobs by 2031 (Note: The Growth Plan 2019 reflects figures of 1.77 million residents and 880,000 jobs by 2031 growing to 1.97 million residents and 970,000 jobs by 2041). Of the forecast contained within the RPOP, the Town of Caledon is intended to accommodate a population of 108,000 people and 46,000 jobs by 2031.

Figure 9: Excerpt of Schedule D - Regional Structure



Subject Property

RPOP mapping identifies the following as it pertains to the subject property:

Schedule A – Core Areas of the Greenlands System	Not located within the Greenlands System, nor located within the flood hazard area.
Schedule D – Regional Structure	Located within the <i>Rural Service Area</i> designation.
Schedule D4 – Growth Plan Policy Areas	Lands located within the <i>Built Up Area</i> .
Schedule E – Major Road Network	Hwy 50/Queen Street identified as a <i>Major Road Network</i>

Schedule F – Regional Road Mid-Block Right-of-Way Requirements	Hwy 50/ Queen Street identified as having a required r.o.w. width of 45 metres (22.5 metres from centerline).
Schedule G – Rapid Transit Corridors (Long Term Concept)	Bolton identified as a GO Rail Line-Regional Rail (peak period)
Figure 3 – Watershed Boundaries	Located within the Humber River Watershed
Schedules B, C, D1, D2, D3, H Figures 1, 2, 5, 6, 8, 10, 11, 12, 13, 14	Not applicable

The subject lands are designated Rural Service Centre by Schedule D - Regional Structure to the RPOP, and the following policies apply to the future land use and development of the subject lands:

5.4.3 Rural Service Centres

The RPOP establishes three Rural Service Centres, all within the Town of Caledon, which are to serve as the primary areas for growth within the Peel Region Rural System. The subject site is located within the Bolton Rural Service Centre.

- **Policy 5.4.3:** *“The Rural Service Centres in the Rural System designated in this Plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three Rural Service Centres serve as the primary foci for growth within the Rural System. The settlement area boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres are designated in this Plan as shown on Schedule D, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region.”*

The RPOP directs the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, and to consider Mayfield West, Caledon East and Bolton to be the only three Rural Service Centres in the Town of Caledon (Sections 5.4.3.2.4 - 5.4.3.2.6, also 5.4.2.2. and 5.4.3.6).

- **Policy 5.4.3** further specifies that; *“the Mayfield West, Bolton and Caledon East communities will be developed on full municipal water and sewer services”* and that *“opportunities for a wide range and mix of land uses and activities will be provided within the three Rural Service Centres”*.
- **Policy 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, employment (under appeal), commercial, recreational and institutional land uses and community services to those living and working in the Rural System.”

- **Policy 5.4.3.1.1 and 5.4.4.1.2** clarifies that the objectives of RPOP is to: *“promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment”* and *“to preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East”*.
- **Policy 5.4.3.2.5** *“The subject lands are designated Rural Service Centre by Schedule D - Regional Structure to the RPOP, and the following policies apply to the future land use and development of the subject lands.”*

It is noted that RPOP directs the Town of Caledon to prepare growth management and phasing strategies specifically for the Rural Service Centres (Section 5.4.3.2.5) Growth is to be prioritized within the built up areas, and the Bolton Rural Service Centre is expected to accommodate the majority of the Town’s growth. Growth as proposed will defer the necessity of Future Settlement Area Expansion into the Regionally designated Rural Areas of the Town .

A range and mix of community type uses are permitted to be developed in accordance with the development polices of the RPOP. The mixed use development as proposed is considered to conform to the Rural Service Centre land use policies of the RPOP.

5.5 Growth Management

The RPOP recognizes Growth Plan policies and the guiding principle that decision making of the land development process, resource management and investment is to “build compact, vibrant and complete communities” to be balanced with sustainability objectives.

- **Policy 5.5.1.1** *“To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.”*
- **Policy 5.5.1.4:** *“To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.”*
- **Policy 5.5.1.5:** *“To optimize the use of the existing and planned infrastructure and services.”*

-
- **Policy 5.5.1.6:** *“To support planning for complete communities in Peel 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 open space, and easy access to retail and services to meet daily needs”.*
 - **Policy 5.5.2.2** *“It is the policy of Regional Council to direct a significant portion of new growth to the built-up areas of the community through intensification”*
 - **Policy 5.5.2.4** *“It is the policy of Regional Council to Prohibit the establishment of new settlement areas.”*
 - **Policy 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.”*
 - **Policy 5.5.2.2** *“Direct a significant portion of new growth to the built-up areas of the community through intensification.”*

The proposed development will create 2229 housing units, commercial uses and jobs in a well designed, compact, mixed use land form that will be phased in over a number of years. The development will assist in meeting the Region’s minimum growth projections. The development will also diversify the range of housing options in the community, utilize existing infrastructure, community facilities and transportation/ road networks, within an existing Built Up Area.

The proposed development is considered to conform to Growth Management policies of the RPOP.

5.5.3 Intensification

Section 5.5.3 of the RPOP outlines objectives and policies related to intensification in particular and directs new growth to built up areas promoting compact urban form on underutilized lots and identifies that *“this Plan recognizes the importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan”* (Section 5.5.3). Specifically Section 5.5.3.2.2 asserts that it is the policy of Regional Council to, among other things, *“facilitate and promote intensification”*.

Related objectives include:

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- **Policy 5.5.3.1.1:** “To achieve compact and efficient urban forms.”
 - **Policy 5.5.3.1.3:** “To revitalize and/or enhance developed areas.”
 - **Policy 5.5.3.1.4:** “To intensify development on underutilized lands”.
 - **Policy 5.5.3.1.6:** “To optimize all intensification opportunities across the Region.”
 - **Policy 5.5.3.1.8:** “To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”
 - **Policy 5.5.3.2.3:** Re-emphasises that it is Regional Policy to “*accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*”
 - **Policy 5.5.3.2.5** “*Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region’s residential development occurring annually will be within the built-up area...To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows: ...Town of Caledon: 1,500 units*”

The subject property, and all lands north and south on Hwy 50/ Queen Street are designated Rural Service Area which permits a broad range of community uses. The lands surrounding the subject property have been developed with a general mix of commercial, employment and residential uses. Notwithstanding the need for a local Official Plan Amendment, in this context the mixed-use development conforms to the Regional intensification policy framework and the Rural Service Centre designation. The proposed redevelopment contemplates a compact, urban built form with transit supportive density within the Rural Service Area, on a Major Road frontage which includes an existing transit route. The proposed development represents infill development form as the surrounding lands have been extensively developed.

The proposed development is considered to conform to the Intensification policies of the RPOP.

5.8 Housing

The PROP provides that a full range of housing needs is to be provided for, and commits to achieving a supply of accessible, affordable and adequate housing types, sizes, densities and tenures to meet existing and future housing market requirements.

Policies pertaining to Housing include:

-
- **Policy 5.8.2.2** *“Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:
a) Residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure...”*
 - **Policy 5.8.2.3** *“Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.”*
 - **Policy 5.8.2.6** *“...encourage new residential development, redevelopment and intensification in support of Regional and area municipality official plan policies promoting compact forms of development and intensification.”*
 - **Policy 5.8.3.1.1** *“To increase the supply of affordable rental and affordable ownership housing.”*
 - **Policy 5.8.3.2.4** *“Encourage the area municipalities to add density bonusing provisions in their respective official plans and develop detailed implementation guidelines and protocols.”*

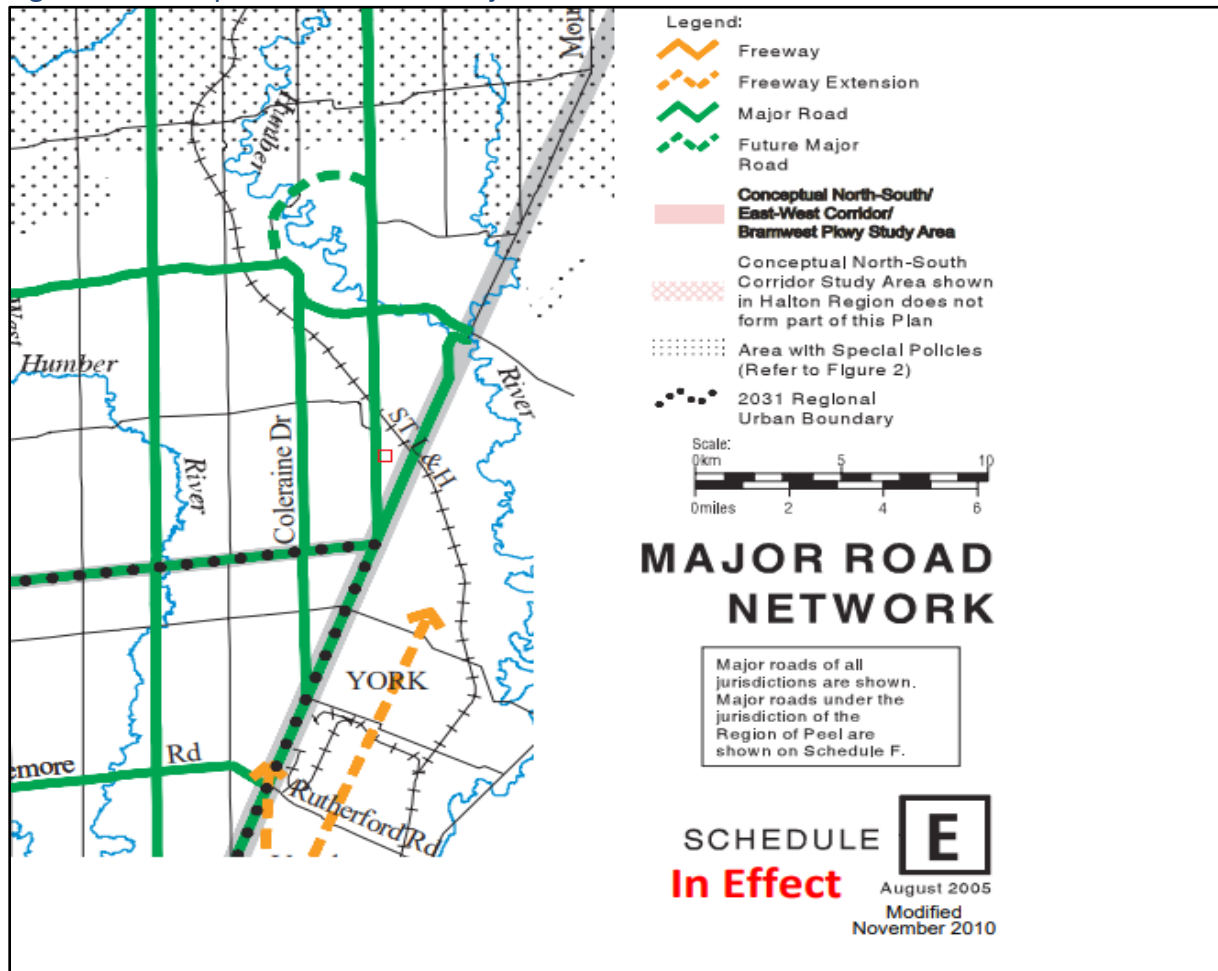
The proposed development will ultimately provide 2229 residential townhouse and apartment units in the form of one, two and three bedroom units. This form of housing will facilitate housing for all income groups to address Regional affordable housing policies. The density of the development will create a compact built form and help to diversify the housing mix within the community. Commercial uses will also be provided on site maintaining a commercial presence on the lands that will service the residents of the proposed development and general community within the Town of Caledon. The built form will introduce a mixed-use format with a number of direct pedestrian connections from the development to the public realm. The proposed development will aid in establishing an active pedestrian friendly environment along Hwy 50/ Queen Street. Upper level dwellings will include overlook to the street and public realm, thus aiding in the sense of community and security for pedestrians at grade level.

The proposed development is considered to conform to the Housing policies of the RPOP.

5.9 Transportation

The subject lands front onto Highway 50/Queen Street which is identified as a *Major Road* within the RPOP, with a planned road width of 45 metres (Schedules E and F).

Figure 10: Excerpt of Schedule E - Major Road Network



The RPOP outlines policies promoting transportation systems that accommodate all modes of travel and the safe and efficient movement of people and goods. The Region’s policy is to maximize the use of existing transportation infrastructure that is sustainable, efficient and innovative to support economic vitality of the Region. The following transportation policies are applicable:

- **Policy 5.9.4.2.7** *“Protect the designated Regional road rights-of-way, as shown on Schedule F, to accommodate future road widenings and improvements consistent with Section 7.7 of this Plan. Protect additional rights-of-way where necessary to provide for turning lanes, multi-purpose pathways, or transit related improvements at the intersection of all designated rights-of way...”*

-
- **Policy 5.9.4.2.12** *“Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.”*
 - **Policy 5.9.4.2.13** *“Protect residential development adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of development.”*
 - **Policy 5.9.5.2.10** *“Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*
 - **Policy 5.9.5.2.11** *“Encourage the area municipalities, in cooperation with the Region and having regard for the Provincial Guidelines for Transit Supportive Land Uses, to plan for intra-regional transit connections, to integrate transit plans into secondary plans and, when planning for designated Greenfield areas, to plan for compact, transit-supportive urban development.*
 - **Policy 5.9.10.2.3** *“Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network.”*
 - **Policy 5.9.10.2.4** *“Encourage the area municipalities to promote land uses which foster and support the use of active transportation.”*

Through the pre-consultation process it has been identified that additional width is necessary for the portion of Highway 50/Queen Street adjacent to the subject property in accordance with Policy 5.9.4.2.5. A road widening conveyance sufficient to provide an ultimate width of 45 metres (22.5 metres from centreline) has been reflected on the proposed development concept plans.

Two Vehicular access will be provided, onto the Regional Road and onto the local road (Industrial Road). The property is ‘L’ shaped and the intersection of Industrial Road and Highway 50/Queen Street is located approximately 125 metres to the south. Pavement width widening provisions have also been made to accommodate road laneway tapering. Also noted is that George Bolton Parkway is to be realigned with Industrial Road creating a full intersection at Highway 50/Queen Street. These traffic matters are discussed in the Traffic Impact Study accompanying this submission. *“Proposed Mixed-Use Development Transportation Considerations”* prepared by BA Group dated February 2021. The report addresses transportation context, vehicle parking considerations, bicycle parking, loading, transportation demand, traffic operations and site access.

Based on the assessment by BA Group, the proposed development can be accommodated and will not impact present and future traffic and transportation conditions. The Report recommends that the proposed development provide accesses onto both Highway 50 and Industrial Road. The development can accommodate appropriate vehicular siting distancing from other vehicular accesses. Secondary access onto the local road system is also considered safe and suitable to accommodate the proposed development.

The proposed development is considered to conform to the transportation policies of the RPOP.

Healthy Development Assessment

As required through Policy 7.3.6.2.2 of the Region of Peel's Official Plan a Healthy Development Assessment has been completed for the Mixed Use development proposal on the subject lands in accordance with the Region's Healthy Development Framework. The Healthy Development Assessment Chart has been filled out and submitted with the planning applications and an overall score of 28 of 37 has been achieved. This represents 76%, which is considered a silver score. It should be noted that many items within the assessment could not be determined until the site plan approval stage.

The proposed development is considered to conform to the policies of the RPOP.

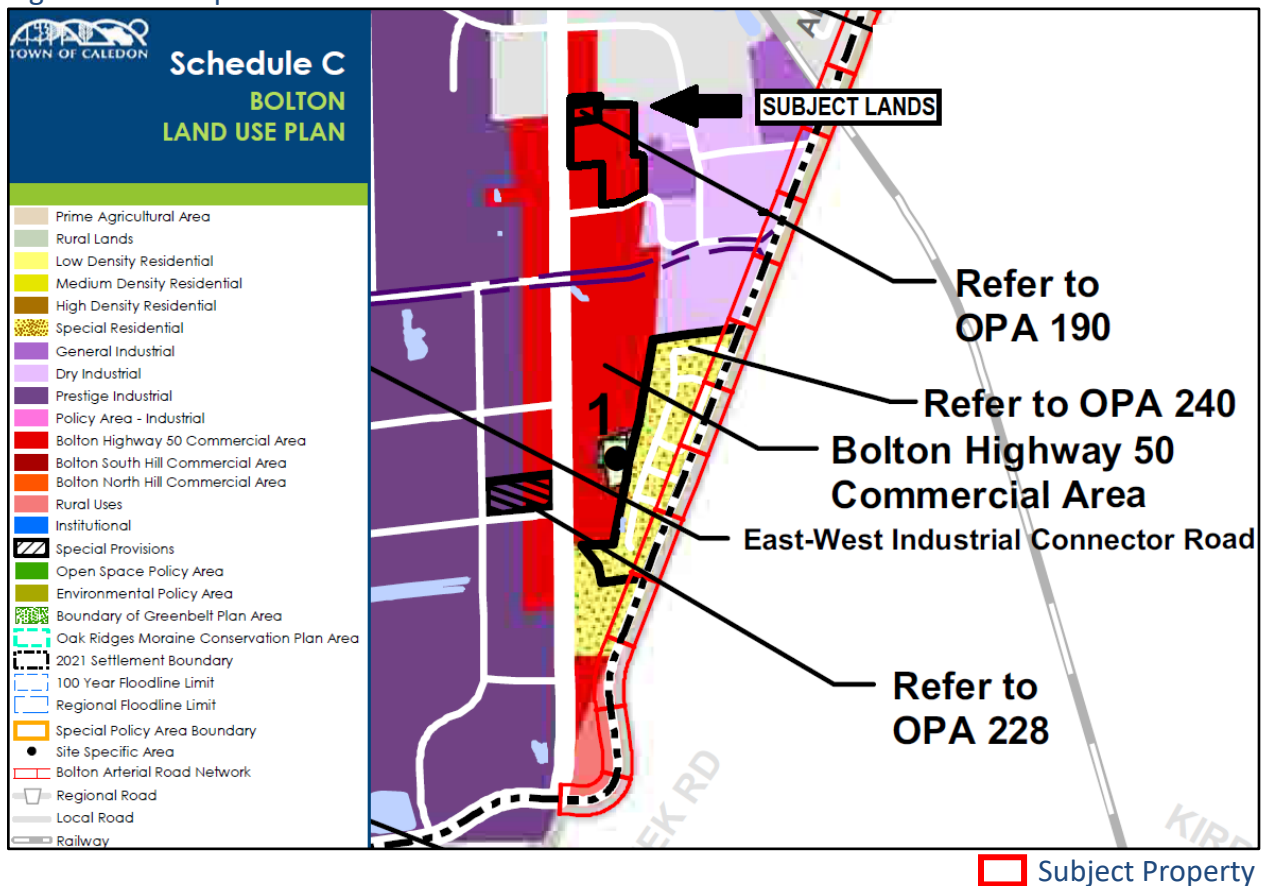
2.4 Town of Caledon Official Plan (Office Consolidation 2018)

The Town of Caledon Official Plan came into effect in 1979. Since that time, the Plan has been reviewed and amended many times in order to keep it current and to reflect changing community dynamics and to respond to Regional and Provincial planning policies and legislation. The Caledon Official Plan is a statement of principles, goals, objectives and policies to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon. It provides the detailed local basis upon which the Town and the Region will provide services within the municipality; provides a basis for preparing zoning and other by-laws which will implement the land use policies of the Plan. The Town of Caledon Official Plan has not been updated to conform to the PPS, 2020, and also has not been updated to reflect the growth projections contained in the 2019 Growth Plan, which are to the year 2041.

The Caledon Official Plan mapping identifies the following as it pertains to the subject property:

Schedule A1 – Structure Plan	<i>'Rural Service Centre'</i>
Schedule C- Bolton Land Use Plan	<i>'Bolton Hwy 50 Commercial Area.'</i> Also subject to OPA 190
Schedule J – Long Range Road Network	<i>High Capacity Arterial</i>
Schedule K – Road Right of Way Widths	<i>N/A. Defer to Region of Peel Official Plan</i>
Schedule B – City Road Hierarchy	Queen Street West identified as a <i>Major Arterial (Regional)</i>
Schedule S- The Greenbelt in Caledon	Settlement Area
Figure 1 – Growth Plan.	<i>Designated Built Up Area</i>
Table 4.3- Population Allocations	South Albion- Bolton 2021 - 29,234 2031 - 39,898

Figure 11: Excerpt of Schedule C - Bolton Land Use Plan



The subject lands are currently designated *Bolton Highway 50 Commercial Area*. The property at 12599 is also subject to site specific OPA 190, as identified on Schedule C to the Official Plan. The purpose of the Bolton Highway 50 Commercial Area designation is to generally function as the principal centre for automotive-related uses and commercially-related recreational uses in the Bolton trade area. Highway commercial uses, large-scale business and professional office uses, and high quality prestige industrial type uses are permitted in the Bolton Highway 50 Commercial Area.

It is noted that the Town approved OPA 190, referenced as Policy 5.10.4.5.6.6, permits a clinic on the northerly portion of the subject lands, legally described as Lot 6, Plan 43M-1658.

An Official Plan Amendment is necessary to allow the proposed mixed-use development on the subject lands to allow; 25 townhouse units and 2,204 residential apartment units (total 2,229 units) and 2,400 square metres of commercial floor area within five buildings having heights of 18, 23, 24, 26 and 32 storeys. It is proposed that the site be redesignated to a 'Special Residential' land use designation applying site specific policy criteria under the Town of Caledon Official Plan. The 'Special Residential' designation is considered appropriate to allow the Mixed Use Residential/Commercial development. The site specific policy provisions are described further in this report and outlined in detail in the Draft Official Plan Amendment submitted to the Town of Caledon.

The Town of Caledon Official Plan policies that are applicable to the proposed development are outlined below, followed by an assessment and planning opinion of how the proposal conforms to the goals and objectives of the Official Plan or where policy amendments are required.

Section 2.2.2 Strategic Direction

The Strategic Direction (Section 2.2.2) of the Official Plan outlines three principles that will affect the Town in the future; Stewardship of Resources, Settlement Patterns and Managing Growth, and sets Goals to achieve the vision of the plan. The Settlement structure intends to enhance the existing model of community of communities, establish a hierarchy of settlements to optimize orderly development and convenient access to services for residents, focuses growth away from sensitive cultural resources and supports municipal sustainability. The goals further set to achieve such items as a mix and range of housing that responds to the needs of the community, strengthening the local economy and tax base, supporting transportation systems and optimizing municipal service provisions.

General Policies

Section 3.3 Sustainability

The General Policies, Sustainability (Section 3.3) refers to the wise use of available resources to meet the needs of the present without compromising the ability of future generations to meet their own needs. The Town of Caledon has a tradition of progressive local, community-based land use planning that embody and embrace many of the principles of sustainability, including; growth management policies that focus new development into areas that can be planned as compact, diverse and transit- supportive communities while minimizing impacts on the natural environment and rural/agricultural resources, economic development and employment policies which pursue an enhanced tax base and promote live-work opportunities, fiscal and economic management policies aimed at ensuring Caledon's continued and enhanced fiscal sustainability, and the protection and promotion of health and well-being.

The Sustainability policies outline that the Town will implement and participate in, as appropriate, policies and programs that support the principles of sustainability through the land use planning system. The policies further outline a comprehensive range of appropriate mechanisms and tools to promote new development and redevelopment that addresses the sustainability objectives and policies of the Plan.

Section 3.1.3.7 provides that:

"In accordance with Provincial and Regional planning directions and the Town's Official Plan policies, the Town will be planning for higher density residential and mixed-use neighbourhoods and employment areas, intensification in appropriate locations, the use of energy conservation techniques and alternative energy sources, a wide range of housing types and tenures that address affordability, accessibility and the needs of different age and income groups, recreation opportunities and innovative techniques to manage the quality and quantity of stormwater run-off."

All of these progressive ideas require a strong attention to design to ensure that the end products - the Town's communities, neighbourhoods, residences, shopping and employment areas - are healthy, liveable, viable, compatible and attractive. As such development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of the Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8.

The proposed development is anticipated to incorporate numerous sustainability measures in terms of its building design and construction components as provided in the OBC Matrix and Healthy Development Assessment accompanying this development planning application. Further

details will be submitted and confirmed as the development plan proceeds through the detailed design stage and submission of a Site Plan application. The development plan fulfills the fundamental and key sustainable principles of the Official Plan by making efficient use of land through the development of a complete and compact community, utilizes and improves on existing infrastructure, transit and existing community facilities within the existing built environment and will provide amenity space. To further address sustainability matters a construction management and waste reduction report will be submitted for the Town's review and approval as part of a future Site Plan application.

The development is considered to conform to the Sustainability policies of the Official Plan.

Section 3.4 Fiscal and Economic Management

As outlined in this section of the Official Plan fiscal sustainability is achieved by managing service level standards and tax levels, while endeavouring to realize forecast residential and employment population increases, as well as maintaining and enhancing the assessment base, all within an efficient pattern of development. Successful implementation requires that the Town monitor and forecast the financial impacts of development with a view to potential phasing to alleviate negative fiscal impacts, while pursuing an aggressive economic development strategy.

To achieve fiscal sustainability and manage service level standards and tax levels, the Town will be required to forecast residential and employment population increases, to maintain and enhance the assessment base. This will be achieved through growth in local employment, industrial and commercial building activity, and residential development.

The Plan recognizes the need to utilize, where necessary, development phasing mechanisms to; safeguard and enhance the financial health of the Town; and, maintain appropriate service and infrastructure levels.

The policies of this section states that individual developments requiring Official Plan Amendment, Rezoning, or Draft Plan of Subdivision approval shall be assessed utilizing a fiscal impact model designed to determine the net fiscal impact on the municipality, of each development, based on estimated assessment revenues and annual service costs. Consideration for approval of development shall occur in the context of the Town's overall development review, which entails an analysis of the planning merits of the development including the future financial environment of the Town as forecast by the "macro" fiscal model. Phasing, design, and financial arrangements of the proposed development may be sought, as appropriate, in order to eliminate potential aggravation.

A Fiscal Impact Study was prepared by Altus Group estimated that the proposed development would accommodate approximately 3,844 persons and that the 34,200 square feet of commercial space is estimated to generate approximately 62 jobs.

Based on the development charge rates in effect in the Town as of February 2021, the Altus estimated that the proposed development when complete would generate approximately \$33.2 million in development charge revenues.

Based on the Town's 2019 tax rates, one-time expenditures and revenues for infrastructure, the Fiscal Impact Assessment identified that the development will generate a positive annual fiscal benefit of approximately \$319,700 per year, or \$81.80 per person and job within the development.

The development would also generate approximately \$2.3 million for the Region, \$1.4 million for education purposes and approximately \$818 million in assessment value (2021 assessment dollars).

Development of the mixed use development in a compact well designed manner will have significant financial benefits for the Town of Caledon through development charge monies and tax dollars that will be generated from the development.

A Retail Commercial Opportunity and Impact Study prepared by Tate Economic Research Inc determined that the commercial component of the mixed use development will not impact the existing healthy retail commercial structure within Bolton or the Town of Caledon in general.

Section 3.5 Housing

This section of the Town's Official Plan 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 reflect 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.

Consistent with the Sustainability and Growth Management policies contained in the Plan, the Town encourages the creation of diverse housing types and tenures where there is sufficient existing or planned infrastructure to ensure the efficient use of existing resources and public services.

The Official Plan policies promote and foster diverse housing types 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.

The objectives of the Housing section are to:

- **Policy 3.5.2.2** *To encourage all forms of residential intensification in parts of built up areas that have sufficient existing or planned infrastructure and community services.*
- **Policy 3.5.2.3** *To maintain and increase existing and future supply of rental housing stock.*
- **Policy 3.5.2.4** *To increase the number of existing and new residential dwelling units that incorporate universal design features.*
- **Policy 3.5.2.5** *To promote and foster energy efficiency measures in existing and new residential development.*
- **Policy 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.

Land Supply for Housing

- **Policy 3.5.3.2.1** *In order to ensure that an adequate supply of housing is available at all times, the Town will:*
 - a) *Maintain at all times at least a ten (10) year supply of land designated and available for residential development, redevelopment and residential intensification; and,*
 - b) *Endeavour to maintain a minimum three (3) year continuous supply of residential units with servicing capacity in draft approved or registered plans.*

Regional Housing Strategy

- **Policy 3.5.3.3.1** *The Town will work in collaboration with the Region of Peel to promote, implement, monitor, evaluate and update the Regional Housing Strategy, as appropriate and applicable to the Town of Caledon.*
- **Policy 3.5.3.3.2** *The Town shall work with the Region and area municipalities to implement annual minimum new housing targets with respect to social housing,*

affordable rental, affordable ownership and market housing as established in Figure 17 in the Region of Peel Official Plan.

Diverse Housing Types and Tenure

- **Policy 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.*
- **Policy 3.5.3.5.2** *Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town's changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel Non-Profit Housing Corporation and any community based groups in the provision of special needs housing.*
- **Policy 3.5.3.5.3** *The Town will consider innovative housing types which are in keeping with the Principles, Strategic Direction, Goals, and Objectives of this Plan.*

Affordable Housing

- **Policy 3.5.3.6.1** *The Town will endeavour to facilitate applications that would provide affordable housing for moderate and lower income households.*
- **Policy 3.5.3.6.3** *The Town will work in collaboration with the Region of Peel to streamline the planning and building permit approval processes to facilitate affordable housing projects.*
- **Policy 3.5.3.6.6** *As an incentive to encourage affordable housing in new development, redevelopment and intensification, as per Section 37 of the Planning Act, zoning by-laws may be passed to authorize an increase in height and/or density of the development that would not otherwise be allowed by the Zoning By-law. This provision is subject to the Town developing detailed implementation guidelines and protocols for implementing Section 37 of the Planning Act.*

Special Needs Housing

- **Policy 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 Strategic Directives of the Caledon Official Plan forecasts increases in development and population growth. The General Policy provisions outline that the needs of existing and future residents are to be satisfied by providing a variety of housing in terms of dwelling types, tenure,

and cost. Housing variety is considered to be essential for meeting the needs of a diverse population, and economic growth in a sustainable and fiscally responsible manner. Development is to be directed towards Settlement Areas where existing municipal services are available. Settlement area residential development/housing in particular is to be developed on the basis availability of municipal services and in a manner where residents have a strong sense of belonging and take pride in their community.

It is noted that the Region of Peel is currently formulating updated Housing policies as part of the Municipal Comprehensive Review process. The policies will provide guidance and directives to conform to Provincial policies.

These policies will:

- Update housing policies and targets that increase affordable housing supply and support a range and mix of housing options.
- Strengthen and improve housing options for tenants, diversify housing stock, and provide greater choice. In doing so revitalize existing stock, and achieving local community building objectives.
- Assess affordable housing options in the development application review process.
- Introduce policies to support the provision of a greater mix of unit sizes in multi-unit residential developments.

The mixed-use residential/commercial community development is proposed to be developed in five (5) phases over a number of years. The lands will be developed as a well planned compact built form community as prescribed by all levels of government. The community development will provide a wide range of housing options by offering varied housing types and of differing units and sizes. Phase 1 of the development proposes 519 apartment units. The following is a breakdown of the total units:

1 Bedroom	229	10%
1 Bedroom + Den	817	37%
2 Bedroom	890	40%
2 Bedroom + Den	152	7%
3 Bedroom	116	5%
Townhouse	25	1%
		100.0%

These housing forms will be a more affordable form of housing than the traditional low density development found with the Town of Caledon. These units will provide a viable housing option for seniors and those persons seeking to move into a manageable housing form that is also close to shopping and community amenities. The development is adjacent to a transit route and will be built to conform to all guidelines and building criteria for persons with accessibility needs. Commercial shopping and associated commercial uses will be provided on site for the convenience of the community and landscaped open space and amenity areas are provided within each phase of the development.

The subject development will significantly aid the Town in meeting its housing goals and would be provided within the existing built up area of Bolton.

Section 4.1. Town Structure

The Town Structure policies identify areas where growth should occur and how much growth Caledon should plan for. The policies also contain direction regarding the character of this growth. The policies also establish a framework for managing renewable and non-renewable resources and planning for infrastructure investments. The hierarchy of settlements directs the primary growth to the Rural Service Centres of Bolton, Mayfield and Caledon East.

The following policies relate to the development of the subject lands:

- **Policy 4.1.1.3.1** states that *“Development of settlements will take place within the following hierarchy:
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.”*
- **Policy 4.1.8.1** *“The Provincial Growth Plan encourages cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services. Communities built in designated Greenfield Areas are to be compact and transit-supportive. Intensification Areas are to be planned and designed to provide a diverse and*

compatible mix of land uses, including residential and employment uses to support vibrant neighbourhoods.”

- **Policy 4.1.8.3.1** *...Plans will contain policies to ensure that Caledon’s settlement areas are planned in such a way as to contribute to the development of Caledon as a complete community, are well-designed and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan.*

The site specific Official Plan policies and implementation criteria of the proposed Mixed-Use designation will ensure a well designed compact form community development in accordance with the Town’s overarching design policies and development criteria.

Intensification

To make better use of land and infrastructure, the Province has included policies in the Growth Plan to promote compact urban form, intensification and redevelopment, including an intensification target for the upper- and single-tier municipalities in the Greater Golden Horseshoe. Policies identify that a minimum of 40 percent of all residential development occurring annually will be within the built-up area.

- **Policy 4.2.1.2.1** sets an objective of the Plan to *“To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.”*
- **Policy 4.2.1.1** specifies that intensification potential is greatest within the Bolton Rural Service Centre *“Opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre and, to some degree in the rural settlements identified as undelineated built-up area.”*
- **Policy 4.2.1.2.1** includes the following intensification objective of the Town of Caledon Official Plan *“To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.”*
- **Policy 4.2.1.3.1** provides the following intensification policy *“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”*

- **Policy 4.3.1.3.2** further provides *“Caledon will prepare an intensification strategy that will identify: opportunities for intensification appropriate to the role and function of Caledon’s communities within the Town structure and the availability of community infrastructure, water and wastewater services to support intensification; appropriate areas for focusing intensification, such as intensification corridors, urban nodes, Major Transit Station Areas and other appropriate intensification areas; the appropriate type and scale of development in intensification areas; barriers to intensification and measures for overcoming identified barriers.”*

The applicant seeks to construct a mixed-use residential/commercial development in phases along a Regional Arterial Road, which is in direct proximity along an existing operational transit route. The existing Bolton Highway 50 Commercial Area land use designation applying to the property is considered to be an underutilization of lands at a key visual corridor leading into the Town. This area of the Town has an extensive amount of highway and service commercial development which services the Town and broader community. The redesignation of Bolton Highway 50 Commercial uses on the subject lands will not create a negative impact on commercial needs of the Town or community (see *‘Retail Commercial Opportunity and Impact Study,’ Tate Economic Research Inc, Feb 2, 2020*). The subject lands are well serviced and in close proximity to existing community amenities as reported in the aforementioned Tate Economic Research Study.

The Region of Peel identifies mapping of the built-up areas in its Official Plan and established Regional intensification targets. The Regional Plan requires the area municipalities to address the Growth Plan policies and targets in their growth management and phasing strategies. Caledon is specifically directed to include policies for the Rural Service Centres addressing the intensification targets.

Caledon’s potential for intensification is within the built-up area defined by the Province and primarily in the Bolton Rural Service Centre. Caledon is to make a contribution to the achievement of the Regional intensification targets based on the opportunities identified in the *“Caledon Intensification Strategy”*. The Town is currently working on updating the Intensification Strategy, which will be incorporated into the ongoing work related to the ten-year review of the Official Plan.

The first phase of the proposed mixed-use development is a 32 storey building accommodating 519 apartment dwelling units and 3,179 square metres of commercial space. This equates to a density of 147 units per hectare over the entire landholding. The ultimate residential density of 633 units per hectare will be achieved over a period of years. The density of development meets and exceeds the minimum intensification target density of 40 persons or jobs/per hectare for Caledon’s built up area as established by provincial policy and the Region and Town Official Plans.

As outlined above, Policy 4.2.1 acknowledges the Provincial mandate of promoting compact urban communities and intensification. Intensification targets are set for 40% of residential growth to be within the built-up area(s). It is noted that these targets are minimum growth targets. The Province requires regions and municipalities to develop intensification targets to be set out in accordance with the Provincial Growth Plan. The Town's Official Plan commits to intensification to achieve compact and efficient urban forms, will encourage intensification within the built up area and will work to overcome barriers to intensification (Section 4.2.1.2).

The proposed development represents redevelopment intensification of an existing underutilized site. The development is considered to be consistent with the Town of Caledon intensification policy which encourages intensification within the built-up area. Specifically, the proposed development is consistent with Town of Caledon policy which recognizes that opportunities for intensification exist primarily in the Bolton Rural Service Centre.

Settlements: Rural Service Centres

As noted above the Principles, Strategic Direction and Goals of the Official Plans (Section 2.2) states that the strategic direction established by the Town of Caledon Official Plan is based on principles which include that "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." Rural Service Areas 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. The principles further include a "hierarchy of roads and a road pattern" established by the Town that "complements the proposed settlement pattern and which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town".

The Town of Caledon Official Plan Schedule A1 identifies the Town Structure Plan. The subject lands are identified as being within the Rural Service Centre designation of a Settlement Area.

Section 5.10.4.1 of the Town of Caledon Official Plan provides the following introduction related to the Rural Service Centres:

"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."

Rural Service Centres are compact, well-integrated rural towns on full piped water and sewer services. A wide range of commercial, employment, recreational, institutional, and other uses and community services will be developed and permitted in these settlements to serve both the needs of residents within the settlement, and to residents in other areas of the Town.”

The Rural Service Centres are Mayfield West, Bolton, and Caledon East.” Section 5.10.4.5.1 is more specific with respect to Bolton’s role as a Rural Service Centre:

“Bolton has been designated a Rural Service Centre in recognition of its traditional role in servicing the surrounding rural area and smaller settlements, in addition to providing for additional new opportunities relating to service provision, housing mix and employment opportunities in the east part of the Town.

Given the higher range of goods, services, and infrastructure currently provided within Bolton, the Plan establishes a development pattern which reflects a rounding out of the Settlement and reinforces the role and function Bolton will continue to play within the Strategic Direction identified in this Plan.”

The population projections and allocations outlined in the Town of Caledon Official Plan support this principle as Table 2 of the Official Plan shows that Rural Service Centres will account for over 96% of population growth in the Town of Caledon between 2021 and 2031:

Table 2: Town of Caledon Official Plan Table 4.2 – Population Allocations by Settlement Category or Land

Settlement Category or Land Use Area	2021 Population	2031 Population
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
Total	87,001	108,000

Table 3: Town of Caledon Official Plan Table 4.3 – Population Allocations – Rural Service Centres

Population Allocations	2021 Population	2031 Population
South Albion-Bolton	28,234	39,898
Caledon East	8,412	8,412
Mayfield West	18,179	26,744
Total	54,825	75,054

principal centre for automotive-related uses and commercially-related recreational uses in the Bolton trade area. All highway commercial uses, large-scale business and professional office uses, and high quality prestige industrial type uses are permitted in the Bolton Highway 50 Commercial Area.

The Official Plan Amendment proposes to redesignate the lands from Bolton Highway 50 Commercial Area to 'Special Residential' (mixed-Use residential/commercial) to permit the proposed development on the subject lands. The proposed site specific 'Special Residential' policies will include a listing of residential and commercial uses as specifically proposed by this application. In this respect is considered appropriate to 'clean up' and eliminate some of the less desirable highway commercial land use permissions at this key entry into the Town, and expand the listing of community commercial and office type uses that are appropriate in a mixed-use community format. As such, the proposed commercial uses to be permitted by the site specific land use designation (and zoning) will in part; include some commercial uses currently permitted within the Bolton Highway 50 land use designation, add additional uses considered to more compatible to service the community context of the mixed use proposal, and eliminate undesirable highway commercial uses (eg. service stations and auto related servicing uses).

For reference purposes, the following Bolton Highway 50 Commercial Area Official Plan policies currently apply to the subject lands:

Section 5.10.4.5.3.1 outlines the general background and basis for the Bolton Commercial Policies:

"The Bolton Commercial Policies have been comprehensively updated in July 2007, as a result of a Town initiated Commercial Policy Review including planning and market impact studies. It is intended that these policies will provide guidance for future commercial development in Bolton based on population estimates up to 2021 and consistent with the Provincial Policy Statement and Places to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe. Major changes to these policies shall only be permitted through a Five (5) Year Review of the Official Plan or another Commercial Policy Review."

Implementation and Administration

Section 6 of the Town of Caledon Official Plan outlines the means by which the objectives and policies of the Plan will be implemented pursuant to the authority given to the Municipality by the Planning Act, the Municipal Act, other statutes where applicable, and the provision of municipal services, public works and capital works programs.

The following policies apply to the subject proposal:

-
- **Policy 6.2.1.2** *“All development within the Town must conform to the Principles, Strategic Direction, Goals, Objectives, and policies of this Plan.”*
 - **Policy 6.2.1.3** *“All development within the Town will be reviewed in the context of the Strategic Direction, Goals, Objectives, and policies of this Plan, in addition to the plans, policies, policy statements, and regulations of the Government of Ontario and associated agencies.”*
 - **Policy 6.2.1.6** of the Plan outlines Complete Application Requirements of information and materials required to file a Complete Application with the Town as required by the Planning Act. The full listing of this material and additional information as required by the Town of Caledon was provided in a pre-consultation meeting held with the Town and the applicant on August 13, 2020. Amendments to the Caledon Official Plan and Zoning Bylaw 2006-50 are required to permit the development and all items and plans have been provided.

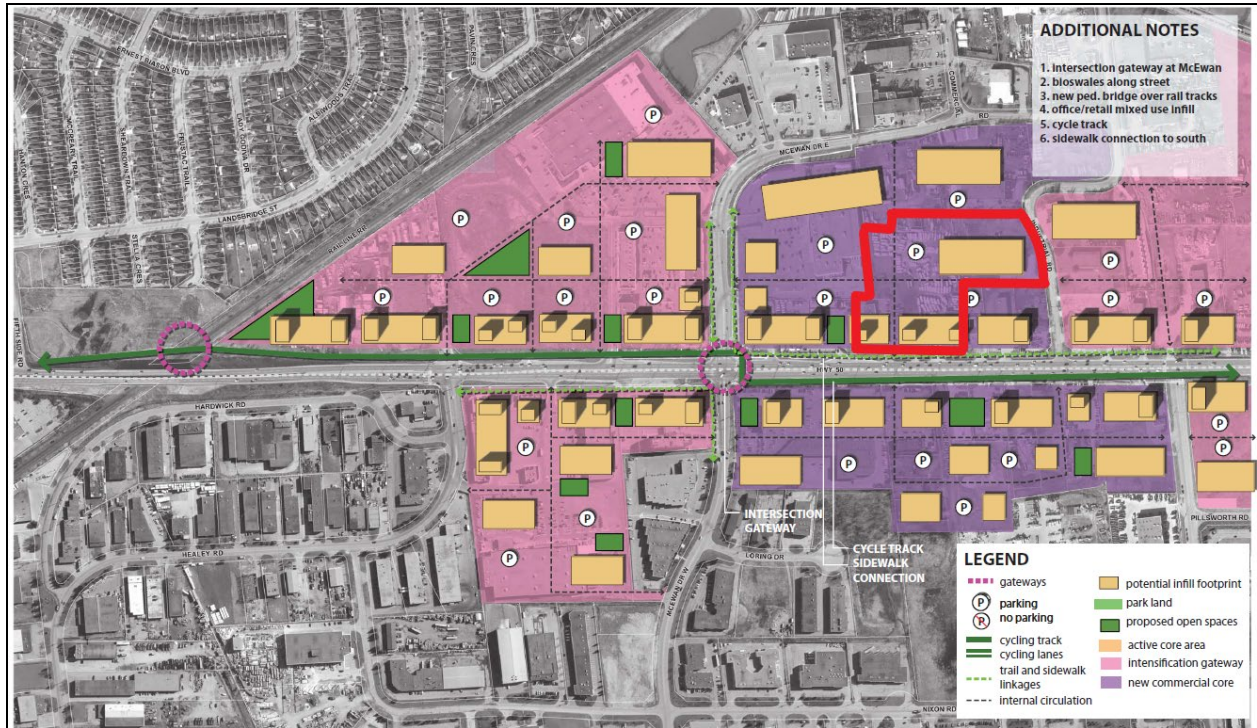
2.5 Queen Street Corridor Study 2019

The Queen Street Corridor Study, dated March 2019, was prepared by Dillon Consulting to help inform the Town of Caledon’s Official Plan Review. The report was commissioned to provide direction for the future planning of the Queen Street/Highway 50 /King Street corridor within the Village of Bolton. Specifically, the study area includes a 10-kilometer section along Regional Road 50/Queen Street (between Emil Kolb Parkway to Mayfield Road) and the area along Regional Road 9/King Street (between Coleraine Drive to the Humber Valley Trail).

The Queen Street Corridor Plan provides guiding directions for how development throughout the corridor could take place. The Plan identifies gateway locations and treatments, potential infill sites and schematic building footprints, parking locations and potential parkland areas.

The Study identified the opportunity for infill and redevelopment of the Highway Commercial lands located along Highway 50. The Corridor Plan identifies the possibility of the subject lands being a “New Commercial Core”, with intensification gateways located to the north and south of the subject site (Figure 13).

Figure 13: Corridor Plan



 Subject Property

As part of the Queen Street Corridor Study, conceptual land uses were proposed which were based on a review of existing conditions and comments collected as part of the public consultation process. The following was identified for the “New Commercial Core” area:

- Focus on enhancing opportunities for higher density commercial and higher density residential activity along Highway 50 between McEwan Drive and George Bolton Parkway towards in support of establishing a new commercial core.
- Intended to maximize use of existing road network and future eastward expansion of George Bolton Parkway to Industrial Road.
- Focus on incorporating facilities for active transportation “from the start”.

Additional “ideas” were proposed for the design of this area:

- Enhance opportunities for development adjacent to the Queen Street corridor, with vehicle parking underground or at the rear.

-
- Establish opportunities for high density uses and corresponding building heights along the Queen Street corridor.
 - Emphasize and enhance opportunities for street furniture, active transportation and connectivity along Queen Street.

The proposed development is in keeping with the general vision of the Queen Street Corridor Study. The site plan proposes a high density mixed-use development which will support the development of a new commercial core area. The highway commercial uses will be converted into general commercial uses which will support the surrounding community. Ground floor commercial uses are proposed along Highway 50 and along Industrial Road which will maximize the existing road network and support the future realignment of George Bolton Parkway with Industrial Road.

The proposal has been designed to reflect a pedestrian scale with appropriate building step-backs to ensure an attractive design. Pedestrian connections between buildings and connections to the surrounding roads will be established to ensure an integrated and active pedestrian environment.

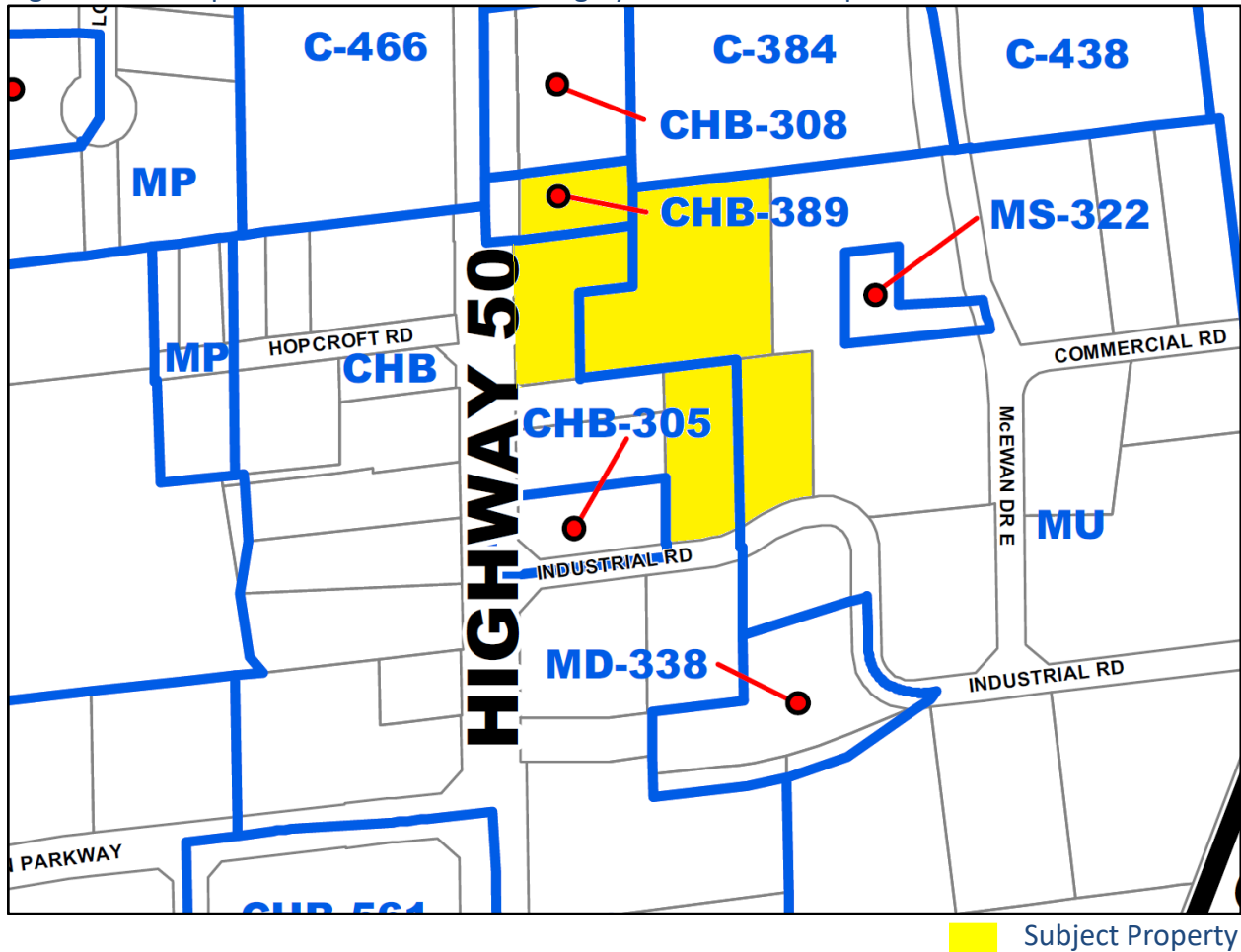
The proposed development is in keeping with the vision of the Queen Street Corridor Study and will act as a precursor and catalyst for other properties in the area to develop in a similar manner.

2.6 Town of Caledon Zoning By-law 2006-50

The Town of Caledon Comprehensive Zoning By-law 2006-50, as amended, specifies the permitted uses and development performance standards for all lands in the Town. The intent is to create harmonious neighbourhoods and communities by ensuring that adjacent land uses are compatible and by setting regulations that govern built form.

The subject lands contain multiple zoning permissions. The properties at 12599 and 12563 Highway 50 are zoned Bolton Highway Commercial (CHB) Zone. The property at 12599 Highway 50 is also subject to Exception 389. The property at 2 Industrial Road is split zoned with the westerly half of the property zoned Bolton Highway Commercial (CHB) Zone, and the easterly half of the property zoned Unserviced Industrial (MU) Zone. An excerpt of Town of Caledon Zoning By-law 2006-50 Map 1a is illustrated in Figure 14.

Figure 14: Excerpt of Town of Caledon Zoning By-law 2006-50 Map 1a



The following uses are currently permitted in the CHB Zone:

- Animal Hospital
- Business Office
- Drive-Through Service Facility
- Factory Outlet
- Farmers' Market
- Fitness Centre
- Hotel
- Industrial Use
- Merchandise Service Shop
- Motel
- Motor Vehicle Gas Bar
- Motor Vehicle Rental Establishment
- Motor Vehicle Repair Facility
- Motor Vehicle Sales Establishment
- Motor Vehicle Service Centre
- Motor Vehicle Used Sales

-
- | | |
|--|---------------------------|
| Establishment | ● Place of Entertainment |
| ● Open Storage Area, Accessory | ● Private Club |
| ● Outside Display or Sales Area, Accessory | ● Restaurant |
| ● Parking Lot, Commercial | ● Retail Store, Accessory |
| ● Place of Assembly | ● Warehouse |

The Exception 389 permits the following additional uses on the property at 12599 Highway 50:

- Clinic
- Gasoline Pump Island, Accessory
- Motor Vehicle Washing Establishment, and

Deletes the following uses:

- Fitness Centre
- Restaurant
- Warehouse

The following uses are permitted in the Unserviced Industrial (MU) zoned lands:

-
- Bulk storage facility
 - Contractors facility
 - Equipment storage building
 - Factory outlet
 - Gasoline Island Pump, Accessory
 - Industrial Use
 - Maintenance garage, accessory
 - Merchandise service shop
 - Motor vehicle body shop
 - Motor vehicle compound
 - Motor vehicle repair facility
 - Motor vehicle towing facility
 - Open storage area, accessory
 - Outside display or sales area, accessory
 - Transportation depot
 - Warehouse
 - Warehouse public self storage
 - Warehouse wholesale

A zoning by-law amendment is necessary to facilitate the redevelopment of the subject lands, in conformity with the site specific policies of the proposed Official Plan Amendment.

Proposed Zoning By-law Amendment

A Zoning Bylaw Amendment is required to rezone the subject site from the current Bolton Highway Commercial CHB Zone and Unserviced Industrial (MU) Zone to a site specific 'Multiple Residential' (RM-XX) Zone in order to permit the proposed development of a maximum of 2,229 apartment units and 3,179 square metres of commercial uses.

As noted above a more appropriate mix of commercial uses is considered appropriate for the mixed use development. A site specific/hybrid listing that closely resembles the Town's General Commercial C permitted uses per By-law 2006-50 are comparable and appropriate for use within the subject mixed use development. The Zoning Matrix and Draft Zoning By-law included in the submission identify the proposed commercial zoning uses and performance standards.

The Draft By-law submitted with this application shows the lands to be zoned as Site Specific Multiple Residential (RM-XX) zone. The addition of site specific (XX) performance standards are tailored to the subject development. The site specific provisions will be required to effectively implement and limit the development as governed by the Official Plan Amendment policy criteria and the requisite urban design and development guidelines as approved by the Town. It is further recommended that the proposed zoning by-law amendment provisions introduce additional progressive urban performance standards to effectively implement the proposed development form as ultimately approved by the Town pertaining to matters related to permitted uses, height,

density, Floor Space Index, parking rates, amenity space requirements, landscaping and building setbacks.

The Town may wish to impose a Holding (H) provision in the implementing by-law to ensure that phases of development only proceed when facilities or services such as sanitary servicing capacity are available.

Proposed Zoning Matrix

Zone Standard	Requirements RM (Proposed Zone)	Proposed RM-XX Zone
Permitted Uses	Building, Apartment	-Building, Apartment -Commercial Uses Including: <ul style="list-style-type: none"> ● Bakery ● Convenience Store ● Daycare Centre ● Financial Institution ● Fitness Centre ● Grocery Store ● Home Sales Office/Presentation Centre/Décor Centre ● Business or Government Office ● Personal Service Shop ● Restaurant ● Retail Store ● Veterinary Clinic
Lot Area (min)	925 sq.m	35,200 sq.m
Lot Frontage (min)	30m	108m (Hwy 50)
Building Area (max)	20%	42%
Front Yards (min)	8m	1.1m from Highway 50
Exterior Side Yards (min)	9m	7.0m from Industrial Road
Rear Yards (min)	7.5m	3.4m

Interior Side Yards (min) Main building on driveway side Main building on other side	7.5m	4.1m
Building Heights (max)	12.2m	100.40m (excluding mechanical penthouse)
Landscaping Area (min)	45%	37%
Privacy Yard	1/habitable room 5m depth	n/a
Play Facility	1/lot	n/a
Driveway Setbacks (min)	0.5m	2.3m
Parking Space Setback (min)	6m	12.6m above grade 1m for underground parking garage
Parking and Loading		
Building, Apartment	1.5 spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking	0.85 spaces per dwelling unit + 0.20 parking spaces per unit for visitor parking
Commercial Uses	1 space per 20 square metres of net floor area	1 space per 20 square metres of net floor area
Barrier Free Parking (Traffic By-law 2015-058)	11 accessible spaces plus 1% of total number of spaces	36 spaces (included within total number of parking spaces required)

Parking Space Size (min)	2.75m x 6m above grade 2.6m x 5.8m in parking garage	2.75m x 6m
Loading Space	n/a	Residential: 1 per building Commercial: 1 per building

3.0 Supporting Studies

As per the Town of Caledon application requirements, numerous reports have been submitted in support of the proposed development. The intent of this work is to ensure that the project is technically feasible, and to provide Town and Agency staff with sufficient information to evaluate the merits of the development. The following section summarizes the technical reports and addresses the aspects of the project which further the objectives of Provincial, Regional and Town policy documents.

3.1 Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by ASI, dated January 2021. The Stage 1 background assessment considered the proximity of previously registered archaeological sites, the original environmental setting of the property, in addition to nineteenth and twentieth-century settlement trends. The report concluded that the potential of encountering Indigenous or Euro-Canadian archaeological sites within the subject property is unlikely because of the effects of heavy disturbance and grading during mid-twentieth century development. These works have removed all original surficial soils from the subject property and thoroughly altered its original topography. As such, it was recommended that no further archaeological assessment of the property be required.

3.2 Urban Design Brief

An Urban Design Brief has been prepared by SRN Architects in support of the Official Plan and Zoning By-law applications. The Urban Design Brief follows guidance from pre-consultation with the Town and has been prepared by a qualified Architect. The Brief establishes the vision, objectives and character of the proposed development, demonstrates compliance with applicable Official Plan policies and guidelines, and outlines context-sensitive design solutions relating to compatibility.

The brief is based on the Town of Caledon's Comprehensive Town-Wide Urban Design Guidelines. The Urban Design principles applied in Caledon follow a unique 'Made in Caledon' approach to development that provides a comprehensive Town-wide vision and area specific urban design, landscape and architectural context solutions. These Guidelines deliver creative and sustainable recommendations for rural and urban areas of the Town that protect and enhance the natural environment, while accommodating future development and design trends. The following design principles apply:

- Sustainable Design & Compact Development

-
- Accessibility & Universal Design
 - Community Safety & Security
 - Complete Streets & Active Transportation
 - Cultural Heritage Conservation

The Town of Caledon's guidelines do not formally address the High-Rise nature of the proposed development. As such, a combination of mid-rise and self directed high rise guidelines have been proposed to lead the design concept (as noted in the Height and Density section of this report (above)).

The Urban Design Brief addresses building relationship to street and neighbouring buildings, parking and loading, site circulation and access, sustainability, built form, materials, wall articulation, exterior equipment and open space and landscaping.

The Urban Design Brief concludes that the plan represents a bold vision and a significant addition to the residential housing market for the north west GTA. By celebrating contemporary architecture in the design of the development it will meet the Town's Urban Design vision, and is a worthy addition to the fabric of Highway 50 as it transitions from low-rise, late 20th century suburban development into a modern thoroughfare.

3.3 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by C.F. Crozier and Associates Inc, dated February 2021. The report concluded that the proposed development can be serviced for water, sanitary, and stormwater in accordance with the Town of Caledon and Region of Peel requirements and standards. The following conclusions were made:

1. The equivalent population of the proposed development of five (5) multi-storey residential buildings was estimated to be approximately 4,824 persons.
2. Water servicing will be provided through redundant 250 mm diameter fire services and a 150mm diameter domestic water service. The water servicing will extend from the existing 300mm diameter watermain on Highway 50 to the limit of the underground parking garage. The internal water system, designed in accordance with Mechanical details and specifications, will provide water servicing for each building.

3. Sanitary servicing will be provided through a 250 mm diameter sanitary lateral extending from the existing 250 mm diameter sanitary sewer on Highway 50 to the limit of the underground parking garage. The internal sanitary sewer network, designed in accordance with mechanical details and specifications, will provide sanitary servicing for each building.
4. Stormwater quantity, quality, and water balance controls will be provided on-site. Individual storm connections are provided for Building 1 and Building 4, and a separate storm connection will be provided for Buildings 2, 3, and 5, to convey controlled stormwater flows to the municipal ditches.

3.4 Fiscal Impact Analysis

A Fiscal Impact Study was prepared by Altus Group, dated March 5, 2021. The Study estimated that the proposed development would accommodate approximately 3,844 persons and that the 34,200 square feet of commercial space is estimated to generate approximately 62 jobs.

Based on the development charge rates in effect in the Town as of February 2021, Altus estimated that the proposed development would generate approximately \$33.2 million in development charge revenues when complete.

Based on the Town's 2019 tax rates, one-time expenditures and revenues for infrastructure, the Fiscal Impact Study identified that the development will generate a positive annual fiscal benefit of approximately \$319,700 per year, or \$81.80 per person and job within the development.

The development would also generate approximately \$2.3 million for the Region, \$1.4 million for education purposes and approximately \$818 million in assessment value (2021 assessment dollars).

3.5 Geotechnical Investigation

A Preliminary Geotechnical Investigation was prepared by Watters Environmental Group Inc. The borehole records show that the site is underlain by a layer of stiff to very stiff silty clay. Below that depth, the boreholes contacted an interlayered stratum with seams of hard silty clay and very dense silt to fine to medium sand.

Water levels measured in monitoring wells indicate that there is a shallow water table condition at the site.

The Investigation made recommendations for construction and building techniques to be considered for the detailed design of the development.

3.6 Preliminary Hydrogeological Investigation

A Preliminary Hydrogeological Investigation was prepared by Palmer dated ____, 2021. The report identified that groundwater levels at the site ranged from 0.98 to 15.10 metres below ground surface. However, recently completed boreholes may not have recovered to static water level conditions, and further groundwater level collection events at these wells were recommended.

Watertight foundations will likely not be required for this site due to the low permeability of the Halton Till. However, further field investigation will be required to confirm water levels and permeability of deeper soils.

Construction dewatering will be required on a short-term basis for the excavation of each individual building within the development. The estimated preliminary dewatering rate for a single building excavation is 3,964 L/day, plus a 50,000 L/day contingency to account for surface water inputs and perched seepage. Therefore, the total dewatering estimate is 53,964 L/day.

Additional hydrogeological investigations are recommended to assess the dewatering requirements for each individual building.

3.7 Arborist Report

An Arborist Report was prepared by Strybos Barron King Ltd., dated March 3, 2021. The report identified that property contains little internal vegetation. A total of 24 trees are located on and within six metres of the subject property. Due to the construction constraints associated with the proposed site plan, all trees internal to the site are to be removed. All trees adjacent to the property limits can be preserved and protected accordingly. Based on the Town of Caledon compensation requirement, twenty (20) compensation trees will be required.

3.8 Noise and Vibration Feasibility Study

A Noise and Vibration Feasibility Study has been conducted by HGC Engineering, dated February 10, 2021. The study assessed traffic and rail noise impacts and preliminary assessment of stationary noise impacts from the surrounding commercial/industrial facilities. The subject site is in close proximity to existing established stationary sources and in order to enhance compatibility in transitioning this area to mixed use, the noise consultant recommends that the site be classified as Class 4 under the MECP guidelines, which is subject to review and formal confirmation by the Town. It is noted that noise impacts from surrounding facilities are

anticipated to meet the more flexible MECP guideline Class 4 noise level limits at the development site under typical assumed operating scenarios. Most surrounding uses are anticipated to meet the more stringent default Class 1 criteria under the assumed operating scenarios.

The results of the study indicate that the expected traffic noise impacts can be addressed by including standard design and mitigation features within the development. The MECP guidelines recommend that appropriate warning clauses be used in development agreements and in purchase, sale and lease agreements.

The development proposal is considered feasible from a noise perspective. Transportation noise can be mitigated by standard building envelope assemblies, and by including reasonable barriers to shield the common outdoor amenity terraces on the podium rooftops. The preliminary acoustical analysis of the surrounding commercial/industrial facilities predicts that sound levels under typical daytime and nighttime operating scenarios are expected to comply with the applicable MECP limits for steady and impulsive sounds at the future residential receptors in the development under the recommended Class 4 receptor classification. Impacts of up to 6 dB (specifically from steady sound sources associated with the neighbouring Canadian Tire retail store) are predicted under the default Class 1 classification. It is recommended that the Town strongly consider a Class 4 classification for this site, to help facilitate the transition of the area to mixed use.

3.9 Phase One Environmental Site Assessment

A Phase 1 Environmental Site Assessment was prepared by Watters Environmental Group Inc, dated March, 2021. Several fuel above ground storage tanks (ASTs) were observed on site. Based on the good condition of the ASTs, no significant environmental impacts to subsurface conditions are expected.

No evidence of ASTs, such a fill and vent pipes, were observed during site reconnaissance. Chemicals present on site are used for the general maintenance of the buildings, for cleaning and maintenance and by landscaping contractors for their off-site projects. A portion of the site contains elevated hydrocarbons in the groundwater that are planned to be removed as part of the Record of Site Condition process.

3.10 Retail Commercial Opportunity and Impact Study

A Retail Commercial Opportunity and Impact Study was prepared by Tate Economic Research Inc. (TER), dated February 5, 2021. Based on their review, TER determined that the proposed development will not result in an impact on the commercial hierarchy of the larger area. TER made the following observations and conclusions:

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- In the context of the proposed increase in the amount of existing retail and commercial space (1,383,850 square feet, illustrated in Figure 3-2), the recommended 20,000 square feet would only represent an increase of 1.4% of the overall retail, service and vacant space in the four major nodes in Bolton;
 - The amount of recommended space at the Subject Site represents between 5.2% to 6.3% of the per capita demand calculated in Figure 6-1 and therefore would not require sales transfers from existing retailers;
 - The commercial development on the Subject Site will not detract from the Highway Commercial policies.
 - Automotive uses are not prevalent within the Highway 50 Commercial Area.
 - Retail development is consistent with the recommendations of the Queen Street Corridor Study Report which recommended a “New Commercial Core” which included the Subject Site and surrounding lands.
 - The New Commercial Core would focus on “...enhancing opportunities for higher density commercial and higher density residential activity along Highway 50 between McEwan Drive and George Bolton Pkwy towards in support of establishing a new commercial core.”
 - While 20,000 square feet of retail space may not fit the focus of “higher density commercial” the proposed development would be the first development in an anticipated large-scale evolution of the surrounding retail plazas over decades. Subsequent developments in the New Commercial Core will be able to build off the demand generated from the Subject Site development.
 - The proposed mixed-use development on the Subject Site will not detract from the goals of the Bolton Revitalization Plan due to the location of the Subject Site, as well as the small amount of commercial space recommended.

3.11 Mixed-Use Development Urban Transportation Considerations

The BA Group prepared a report entitled Mixed-Use Development Urban Transportation Considerations, dated March 2021. The following are the key findings of the Report:

Transportation Context

- The Town of Caledon has plans to begin work to extend the George Bolton Parkway from Highway 50 to Albion Vaughan Road in 2023. A planned new stop-controlled intersection at Industrial Road and the George Bolton Parkway will provide a key roadway connection for the site.
- There is a carpool lot located on the southwest corner of the Mayfield Road and Highway 50 intersection approximately 2 km from the site (25 minute walk). The carpool lot provides free 24/7 parking for drivers, a passenger pick-up/drop-off area and bike racks. The lot is serviced by the Bolton GO Transit bus route, which provides service to and from the Malton GO Station, with connections to Union Station, Brampton's ZUM network and York Region Transit.
- The proposed site includes sidewalks along both sides of the site driveway that connect to the east side of Highway 50 and the north side of Industrial Road. These sidewalks will improve permeability for pedestrians in the area.
- The plan to extend the George Bolton Parkway includes a 3.0 m wide in-boulevard multi-use pathway on both sides of the road that will provide new facilities in the area for pedestrians and cyclists. In addition, a review of long-term plans in the Peel Region Sustainable Transportation Strategy identified that a cycle track is track proposed for Highway 50 from Mayfield Road to just north of the CN rail line (2023 – 2031).

Vehicle Parking Considerations

- The site is subject to the Town of Caledon Zoning By-law for parking considerations. Application of this By-law summarized for each of the 5 buildings, results in a minimum parking requirement for the total site of 4,011 parking spaces, including 3,345 resident spaces, 559 visitor spaces and 107 retail spaces. This requirement results in an effective resident parking supply ratio (resident + visitor) of 1.75 spaces per unit.
- The minimum proposed parking supply for the site is based on a ratio of 0.85 spaces per unit for resident parking, 0.20 spaces per unit for residential visitor parking and 1 space per 20 m² for retail parking. The current architectural plans for the site illustrate a total of 2,552 parking spaces which is an additional 52 spaces beyond what is required with the proposed parking rates. The parking supply includes 99 at-grade spaces and 2,453 spaces located in a 3-level below-grade parking facility.

Bicycle Parking Considerations

- Although the Town of Caledon Zoning By-law does not include a requirement for bicycle parking, in order to encourage sustainable transportation, bicycle parking on the site is being proposed. The current architectural drawings allow for the provision of 916 bicycle parking spaces, including 52 spaces at-grade for visitors and 864 stacked spaces for residents, located in a below-grade parking facility on P1.

Loading Considerations

- As the proposed development would be serviced by the Region of Peel for residential garbage collection, the requirements of the Region's Waste Collection Design Standards have been applied for the residential components of the site. As per the Town of Caledon Zoning By-law, the retail components of the site would require a private waste collection service.
- In accordance with the Region's Waste Collection Design Standards, the residential waste collection loading space (1 per building) will be a minimum of at 6.0 m wide and 15.0 m long with a 7.5 m height clearance. It is proposed that the loading space designated for residential waste collection be shared with residential deliveries.
- In accordance with the Town of Caledon Zoning By-law, waste collection for the retail components of the site must be serviced by a private contractor. The size of the loading space is dependent on the retail use. The retail uses for the site are unknown at this time hence the size of the loading space will range from 9.0 to 14.0 m in length with a width of 3.5 metres and will meet the minimum requirements of the Town of Caledon Zoning By-law. One retail waste collection loading space per building will be provided. It is proposed that the loading space designated for private waste collection be shared with retail deliveries.

Transportation Demand Management Framework

- The Transportation Demand Management (TDM) framework strives to reduce automobile use as a part of the design and construction of the development, as well as after construction as an on-going strategy by supporting and promoting the use of non-auto transportation modes. Proposed TDM strategies include a reduced vehicle parking supply, visitor and resident bicycle parking, sidewalks along the site driveway, consideration for up to 10 car-share spaces, provision of Presto cards to new residents and programs to inform residents of available travel options.

Traffic Operations Analysis

- The proposed development is forecast to generate 675 and 895 two-way vehicle trips in the weekday morning and afternoon peak hours, respectively.
- All signalized intersections in the study area are expected to operate under capacity under future total conditions with the consideration of the George Bolton Parkway Extension and related road improvements. No mitigation measures or improvements are recommended, with the exception of traffic signal timing optimization at Highway 50 / George Bolton Parkway (due to the future extension) and the Highway 50 / Albion Vaughan Road / Mayfield Road intersection.
- All movements at unsignalized intersections in the study area, including the site access points, are expected to operate acceptably at LOS D or better. No mitigation measures or improvements are recommended.

Proposed Site Access

- As a result of the detailed traffic analysis that confirmed traffic volumes, delays and queuing at Highway 50 and the site access, a full unsignalized access is being proposed at Highway 50 and the site driveway. The proposed lane configuration at the site driveway includes a dedicated left-turn lane and a right-turn lane.
- Although a full access with a traffic signal at Highway 50 is desirable from a development perspective, the traffic signal warrant analysis based on the Ontario Traffic Manual (OTM) Book 12 methodology (Justification 7) showed that the intersection only meets 33% of the 150% requirement, hence a traffic signal is not warranted.
- As a result of the detailed traffic analysis that confirmed the traffic volumes, delays and queuing at Industrial Road and the site access, a full unsignalized access is being proposed at Industrial Drive at the site driveway. The proposed lane configuration at the site driveway includes a shared left/right lane.
- At the Industrial Road intersection with the site driveway, with a 60 km/h design speed (10 km/h over posted), the minimum TAC requirements for turning sight distance are not met due to a horizontal curve on Industrial Road. A further review of the context of Industrial Road supports consideration for a design speed of 30 km/h in the vicinity of the curve.

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- To increase the level of safety in the vicinity of the site driveway, it is proposed that the existing curve ahead warning sign on Industrial Road be replaced with an oversized curve ahead sign that includes an advisory speed tab of 30 km/h, in addition to an amber flashing beacon.

3.12 Pedestrian Level Wind Study

A Preliminary Pedestrian Wind Study has been prepared by Gradient Wind to evaluate the impacts of the proposal on pedestrian wind conditions on-site, as well as within the adjacent public realm. The report makes the following conclusions:

- Conditions within and surrounding the subject site at grade level along sidewalks and walkways are predicted to be mostly acceptable for their intended uses throughout the year. Three regions within the subject site are expected to be uncomfortable for walking during the winter season:
 - (i) an area between Buildings B3 and B4;
 - (ii) an area between Buildings B1 and B2; and
 - (iii) an area between Buildings B1 and B5.

The report suggests recommendations to make these areas more comfortable such as the incorporation of wind barriers such as wind screens or public art installations, or building modifications.

4.0 Planning Analysis

4.1 Site Context

The subject site is an 'L' shaped property fronting on two roads. The site does not possess any major landform, water or other natural feature constraints that would have a large impact or create a negative influence on the planning or design layout on the lands for development. In the same respect, the surrounding lands are only mildly undulating and as such there are no major sight line or vantage views in the immediate area.

Travelling north, the lands fall within the Humber River valley and the historic core of Bolton. As noted in Figure 2, the surrounding lands are currently utilized for various commercial, employment and residential land uses that are continuously evolving at the southerly gateway entry into the Town. The mix of land uses include residential neighbourhoods in proximity to the subject lands to the north and south. These ground related residential house forms are considered to be the most sensitive land uses to be impacted by the proposed development and properties most impacted by the proposed building heights and massing of the development. The neighbourhood to the south is composed of townhomes and single detached homes. The Bolton South Hill neighbourhood, located north of the railway tracks, is separated by a noise barrier and is composed exclusively of ground related residential. The closest homes to the subject lands are approximately 365 metres to the south and approximately 450 metres to the north. These distances are considered to be adequate separation between potentially conflicting high density and low/medium density residential land uses. There are also intervening land uses between the subject lands and these neighbourhoods. In consideration to the maximum building heights proposed by the development, this would represent a very low angular plane respectively between the subject lands and the residential neighbourhoods. The building heights proposed by the development are considered to have a negligible impact on these residential neighbourhoods from a visual standpoint and no impact from a privacy perspective.

Due to the location, site elevation and distance from the Bolton Core the development height will have no impact on cultural resources within the core area.

The development form, building heights and massing are not considered to have a negative impact on the function of the abutting community commercial and highway commercial land uses. It is anticipated that this area will evolve over time to become an active and vibrant mixed-use gateway into the Town. The existing commercial uses located along Highway 50 can co-exist with new mixed-use development as properties are developed along this corridor.

Lands west of Hwy 50 and directly to the east are designated and used as employment lands. These lands are also identified as a Provincially Significant Employment Zone (PSEZ).

Ministry of Environment, Conservation and Parks (MECP) outlines guideline D-6 for Land Use Compatibility "*Compatibility Between Industrial Facilities and Sensitive Land Uses*". The Noise and Vibration Feasibility Study prepared by HGC Engineering identified that the guidelines were developed to address the potential incompatibility of industrial land uses and noise sensitive land uses in relation to land use approvals under the Planning Act. The guidelines recommend that studies be conducted to investigate the feasibility of providing sufficient mitigation when noise sensitive land uses are proposed within proximity of an existing industrial/commercial facility.

The HGC study recommended that the Town consider a Class 4 classification for the subject lands to help facilitate the transition of the area to mixed use. The Class 4 classification is an important tool that may be used by planning authorities for areas that are in transition. An example of the success of the Class 4 classification is the Vaughan Metropolitan Centre, which was historically an employment area, and is currently being converted through development applications to a high-density mixed-use community.

4.2 Height and Massing

The building height and massing considerations of the development have been evaluated based on locational context, community integration, impacts, built form, land use compatibility and architectural design.

The Town of Caledon has not yet experienced the scale and height of development as proposed by this application. As noted earlier in this report, compact community development and development intensification follows Provincial and corresponding Regional directives for growth in the Greater Golden Horseshoe area, and as such, all municipalities can expect more intense forms of development. The Town has a comprehensive set of urban design guidelines for various forms of development which apply to the municipality, but urban design principles for tall buildings do not currently exist in Caledon. Past development application review in the Town has relied on qualified urban design submissions measured against the Town's guidelines. Tall building design guideline criteria have evolved over the years and performance measures have been established in a number of urban municipalities. These guidelines help determine how buildings should be designed to ensure that tall buildings fit within their context and minimize local impacts. These guidelines usually include a set of directions and specific design criteria related to guiding principles to promote architectural and design excellence, sustainability, innovation, longevity, and creative expression with visionary design. The following is a listing of criteria that has been followed in the design of the subject development:

-
- Promote harmonious fit and compatibility within the existing and planned context;
 - Create a distinctive gateway entry into the community;
 - High quality architectural design with connectivity and relationship to each phase;
 - Consider relationships and impacts to surrounding lands and buildings;
 - Creating a safe, comfortable, accessible, vibrant, and attractive public realm;
 - Minimizing shadow and wind impacts, and protect sunlight and sky view where possible;
 - Ensure high-quality living and working environment including access to open space and privacy for residents and users.
 - Conserve and integrate adjacent and on-site natural features and heritage elements

A key vision of this Mixed-Use development is to create an impactfully focal amenity at this key gateway location and entry into the Town of Caledon. Detailed architectural design elements and have been applied to the buildings such as building materials, articulation, setbacks and interesting colour schemes. The overall design and building massing will greatly assist in altering the experience of the existing Highway 50 corridor from a service and highway commercial strip into a transformative boulevard gateway, linking area residential communities, emerging commercial uses and services uses into a more unified and transitioning Bolton community context. The site specific 'Special Residential' policy criteria will create a desirable framework for a bold focal built form urban enhancement to the south Bolton Highway 50 corridor.

4.3 Density

The development blocks within the mixed-use plan will be built in five phases over a number of years. Figure 4 (page 11) shows the overall development plan and the proposed phasing of development.

The following illustrates relevant density and development statistics of the five phases of development in a cumulative manner. As is demonstrated in the chart, the density and FSI as each phase of development is graduated. The ultimate density of the development will be realized over time, and it is anticipated that the Highway 50/Queen Street Corridor area will be developed in a similar fashion in parallel with future development phases.

Phase	1	1-2	1-3	1-4	1-5 (build out)
Apartment Units	519	947	1,360	1,971	2,229
Residential gfa m2*	40,840	73,430	105,630	153,930	173,660
Commercial gfa m2*	1,115	1,860	2,370	2,370	3,180
Site Area ha*	3.61	3.61	3.61	3.61	3.61
Density Units/ha	147	269	386	560	633
Floor Space Index	1.16	2.09	2.99	4.33	4.90
Parking Supply	775	1,120	1,590	2,193	2,552

*rounded for illustrative purposes

As shown in the chart, the first phase of development will include 519 apartment units and 1,114 square metres of commercial in a 32 storey building positioned at the south west corner of the site adjacent to Highway 50. This will allow for direct access onto Highway 50 and leave the balance of the site undeveloped. This phase of development will be at a density of 147 units per hectare as measured over the entire property with a floor space index (FSI) of 1.16.

The residential density and FSI will increase with each phase and ultimately achieve the final residential density of 633 units per hectare, and a Floor Space Index (FSI) of 4.90 as each phase develops over the life of the community development.

The systematic and graduated growth of the plan over a period of years is considered to be in keeping with Provincial, Regional and Local policies which seek to ensure growth in a planned and measured manner. The compact built form on the underutilized highway commercial property will maximize community sustainability ideals and optimize housing intensification options for the community. The site is supported by existing municipal and transportation infrastructure and transit and will be developed as a compact built form community at higher densities than presently exist in the Town.

The subject lands are located within the Built Up Area of the Growth Plan which are targeted areas for growth to achieve higher density targets. The subject are lands located in close proximity to commercial, employment areas, planned regional rapid transit and transportation infrastructure directly adjacent to a major Regional road with existing transit service.

Based on recent development application activity it is evident that the Bolton community is achieving Council's goal of being a well built community and is evolving as a desirable growth centre. It is expected that the Town will continue to experience increasing development pressures for higher density development in the Rural Service Areas and particularly Bolton. With the increasing complexity of development applications to achieve growth and density targets set

by the Province, Region and the Town it is expected that additional growth within these centres will become consistent with Provincial policy direction related to compact development in well planned communities.

In addition to satisfying the Intensification goals of the various levels of government, the densities proposed for the development can be supported based on the following additional considerations:

- The lands will be developed as a mixed-use commercial/ residential community. Retail and service commercial needs of the community will be met and are readily accessible to the residents.
- The development is within a 5 minute walk to a wide range of other commercial uses, including large format and grocery shopping needs and in close proximity to the Bolton Community Shopping Centre Area.
- The additional residential population generated by the subject development will support local businesses particularly the Bolton Core, and the urban form of the development as five (5) multi storey podiums will not negatively impact or be within the sight line of the Bolton Core or its cultural and heritage resources.
- The proposed development is located in an area that is fully serviced by sanitary servicing, municipal water and storm water control infrastructure.
- Community and recreation facilities are available within the south Bolton community area, as outlined in Section 1.3 of this report.
- Through the implementation of a future site plan application the subject lands will be interconnected to community facilities, amenities and the Bolton Core, as envisioned by the Highway 50 Urban Design Guidelines.
- The Traffic Impact Study prepared BA Group concludes that with appropriate signalization and lane improvements the existing road infrastructure of Highway 50 and Industrial Road has the capacity to support the mixed-use commercial land and residential density proposed for the subject lands. The existing road infrastructure will be improved and optimized by the development. In addition the site is well suited for active transportation measures to be applied and maximize pedestrian safety.
- The Parking study recommends that an updated residential apartment parking standard is warranted.
- The site is transit supportive and directly adjacent to a Regional Transit route servicing Bolton to the north and Brampton, Vaughan and Toronto to the south. The residential

density will aid in the support of the existing transit system and ultimately the future Bolton GO Major Transit Station Area per Section 4.1.6 of the Official Plan.

- The lands are in close proximity to employment lands located to the east and west of the subject lands. This will contribute significantly to reducing travel times to and from work and will aid in meeting climate change goals of the province.

It is recognized that development of the site should only proceed in phases so as to not put undue pressure on such matters as the municipal servicing and transit infrastructure of the community. Phasing policies can be applied in the site specific 'Special Residential' Official Plan Amendment, and corresponding Holding (H) provisions are appropriate to be applied to the implementing zoning by-law. These will allow the Town to incorporate tangible and measured phasing criteria on the development only allowing each phase of the development to proceed when threshold growth and physical municipal infrastructure is in place.

The proposed development is located on a Regional Corridor within a Rural Service Centre. Provided the lands are developed as a mixed-use format, and built in phases, the final ultimate residential density is considered to be appropriate intensification at an acceptable density in compliance with the Provincial and Regional planning policy context.

4.4 Efficiently Using Infrastructure and Community Services

The development proposes the efficient use of land and resources through the increased use of local infrastructure. The plan proposes the introduction of 2,229 residential dwellings where non presently exist, and will also expand and renew the existing non-residential floor area on the property with approximately 3,179 square metres of commercial floor area. The proposed development will utilize existing municipal infrastructure located within the Highway 50 and Industrial Road rights of way.

As has been described, the subject property is located in close proximity to a number of community amenities. The residents, visitors, and employees who will utilize the proposed development will thus have easy access to transit and local amenities, which will help to encourage pedestrian activity while leveraging the investment in transit. A reduced vehicular parking supply and a large bicycle parking supply are also provided to help reduce automobile use.

4.5 Intensification Targets, Growth Management and Population Forecasts

Provincial, Regional and Municipal policy encourages intensification of underutilized sites within built-up areas. Policies from these levels of government require 40% of all residential developments to occur within built-up areas in the form of intensification. Notwithstanding this,

recent updates to the Growth Plan for the Greater Golden Horseshoe have identified new intensification targets of 50% in the near future (by the time of the next municipal comprehensive review).

In 2010 the Region of Peel adopted Official Plan Amendment Number 24 (ROPA 24) which addressed the Region's conformity with the Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) with respect to growth management. Discussion paper "*Places to Prosper – Managing Growth in Peel Region*" was subsequently produced with all background information related to growth management in Peel Region available at that time. In the same year the Ministry of Municipal Affairs and Housing (MMAH) issued a draft decision containing 110 proposed modifications and a non-decision item related to growth allocation in Caledon. The Region prepared further technical reports and background studies to predict population and employment forecasts and produce policies for implementation. These documents would form the basis for the allocation of growth to area municipalities in accordance with provincial growth, intensification and density targets laid out in the Growth Plan. The Region, in co-operation with the area municipalities/Caledon have been monitoring the growth projections and land supply.

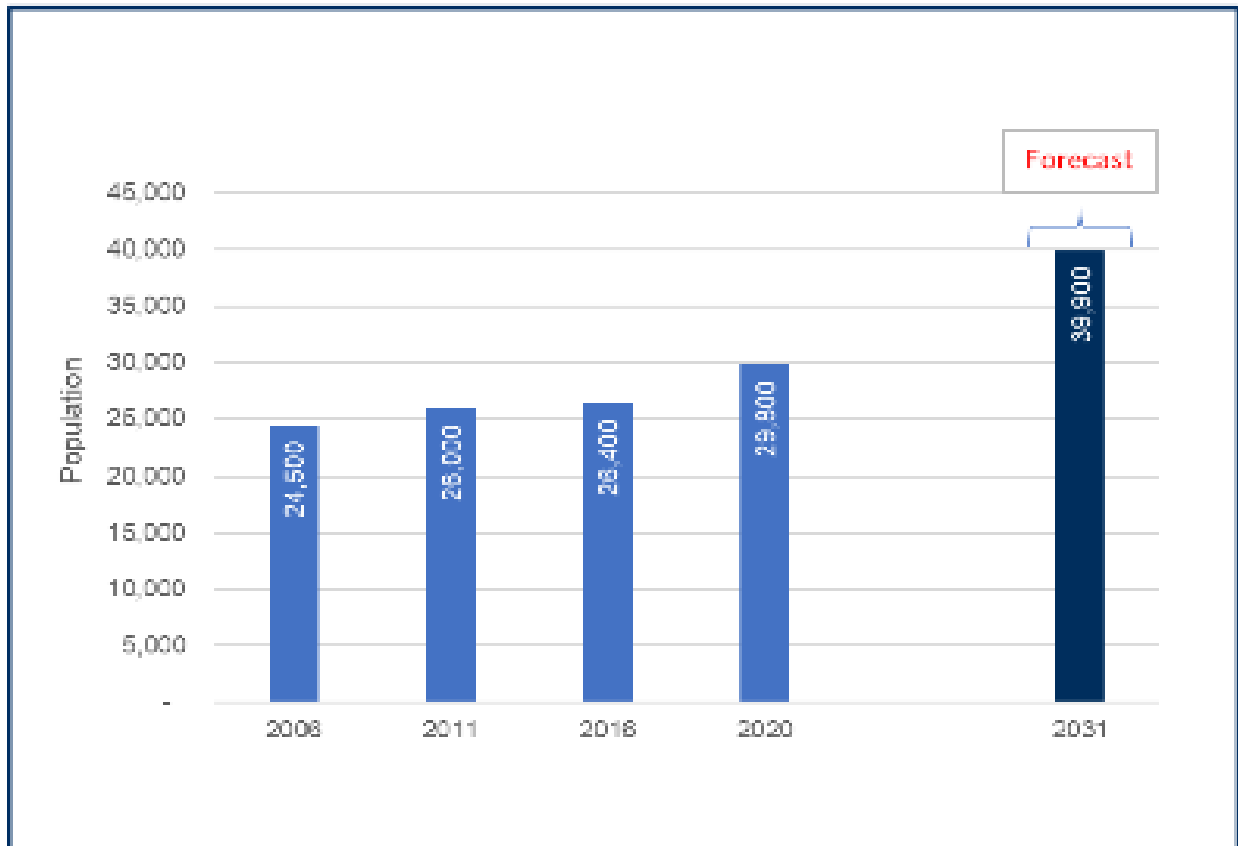
Population growth is identified as a major driver for the provision of new infrastructure within the Provincial Growth Plan area. Peel Region is projected to have a population of 1.64 million people in 2031. Overall, from 2006 to 2031, with a total population growth of 429,000, Peel is expected to be the second-fastest growing upper- or single-tier municipality within the Greater Golden Horseshoe. The Region's average annual population growth from 2006 to 2031 is expected to be just over 17,000 residents which creates a demand for housing of the four dwelling types: single detached, semi-detached, rows (townhouses), and apartments. Single detached dwellings still account for the largest share of growth (35%). However, it is forecasted that a larger demand will be for apartment units with the ROPA projected share at around 33.4%.

Regional growth patterns differ by the area municipality. Caledon is recognized to predominate as a rural municipality over the life of the Regional Official Plan. At the time of the Region OP approval its population growth was forecasted to be 48,000 residents between 2006 and 2031. This expected population growth will generate a demand for 15,500 additional dwelling units. Caledon's share of the Regional growth will be at around 10%. The forecasted demand for housing types in Caledon will continue to be predominantly for ground-related housing (59.5%). The Region reported at the time that: "*Caledon's ability to accommodate the forecasted demand has some limitations within the current settlement boundaries. Due to its rural character, the Town's intensification potential is very limited. It is forecasted that Caledon will be able to accommodate 1,500 units through intensification. This figure represents 9.7% of Caledon's new units.*" The subject development represents an opportunity to assist in fulfilling the growth projections within the existing built up area, without adding undue pressures for boundary area expansion beyond those currently approved and under consideration by the Town and the Region.

The following observations are made with respect to population growth in Bolton:

- The Bolton population is currently (2020) estimated at 29,800 persons;
- By 2031, the population is forecast to increase by approximately 10,000 persons to 39,900. This represents a 34% increase in population between 2020 and 2031. Bolton is forecast to experience significant population growth in the short to mid term.

Figure 15: Bolton Population Growth



Source: Retail Commercial Opportunity and Impact Study by Tate Economic Research

The Region projected that the 2006 demand for apartment units in Caledon at 4.4% which will nearly double to 8.2% by 2031. The Town's current Official Plan proposes an allocation of 39,989 persons by 2031, which includes approximately 10,000 people within the municipally approved expansion land areas. The Town's Official Plan targets 1500 units within the built up areas. These projections are somewhat dated, and new population, housing and intensification targets and policies are currently being considered in the preparation of the forthcoming Regional and Municipal Official Plan reviews (Peel 2041+ and Future Caledon).

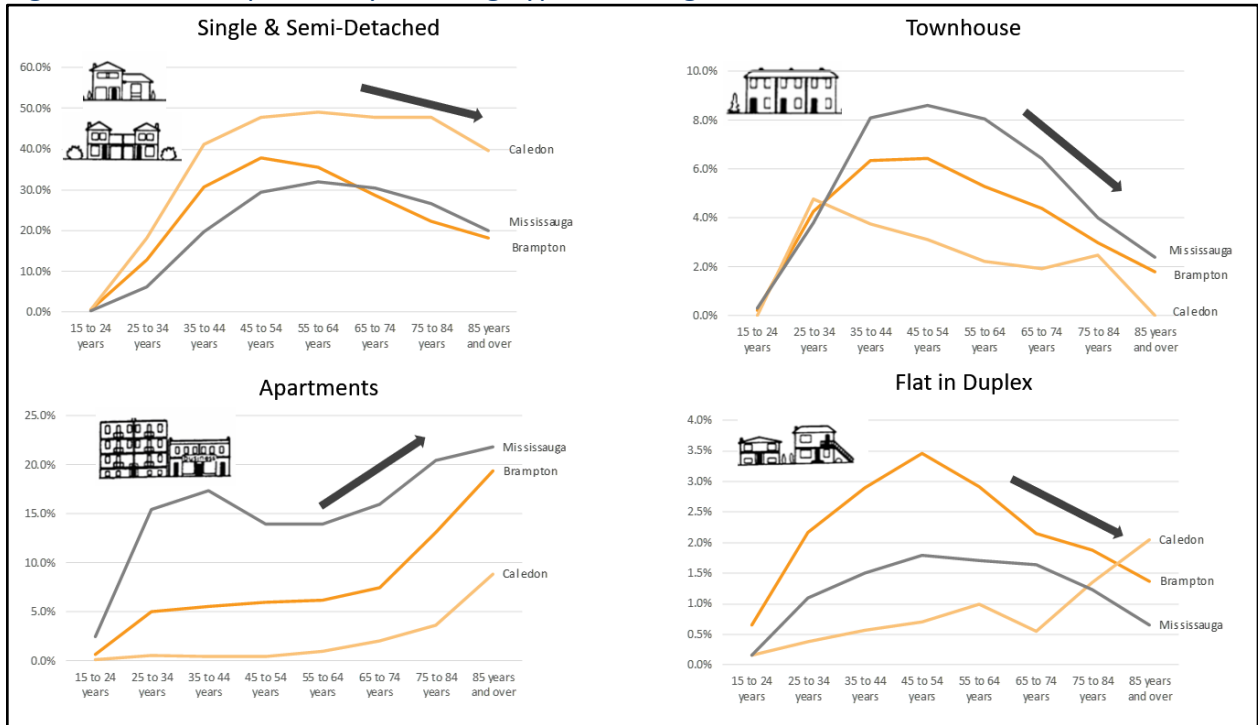
In this regard it is noted that *urbanMetrics* was retained by the Region to prepare a high-level strategic market demand assessment based on broad housing, demographic and economic trends to identify opportunities and constraints to achieving the forecasted rate of intensification and housing mix identified for the Region's growth areas (*Peel 2041 MCR Intensification Analysis Strategic Market Demand Assessment, June 3, 2020.*) This report has been received in draft form as background information by the Region in consideration of its aforementioned Official Plan review. This report provides an updated assessment with a longer range view to the year 2041. It is further noted that Regional staff report entitled *Peel 2041+ Region Official Plan Review and Municipal Review Update* outlines population target projections to 2051, which for Caledon is 300,000 people. The Region of Peel Official Plan update has not yet been approved. However, in light of the background studies and direction of the Review, it is considered that the subject development will aid the Town in achieving its long term growth targets and apartment housing supply.

The following matters related to growth and intensification targets are identified in the *urbanMetrics* report as opportunities within the Town of Caledon:

- Each municipality including Caledon will be expected to accommodate a larger share of household growth in apartment units in comparison to the existing stock of housing.
- Demographic, economic and housing market factors will likely influence the rate of intensification and household growth in apartment units (particularly in the Strategic Growth Areas as identified in the Growth Plan)
- Strong population growth and the age structure of the population are anticipated to increase demand for housing overall, and for apartment units in particular.
- There will be an increased demand for apartment housing as the aging population increases particularly beyond 65 years of age which will influence housing choices.
- The relatively large share of the population in Caledon in the age 40 and over cohort presents an opportunity for apartment development in the municipality.
- (In comparison to other municipalities in Peel Region, housing in single and semi-detached units will decline much slower in Caledon).
- There has been very little apartment construction in Caledon in recent years, accounting for only 5% of housing starts over the past decade. This presents a potential constraint to achieving forecast growth in apartment units.

- The price of a single-detached dwelling in Caledon is out of reach for a household with an average income. There could be a shift towards townhouse and condominium apartment units in the municipality over the forecast horizon.

Figure 16: Headship Rates by Dwelling Type, Peel Region, 2016 Census



Source: Peel 2041 MCR Intensification Analysis Strategic Market Demand Assessment prepared by urbanMetrics

The subject mixed-use community development will be phased in over a multi-year timeframe to meet present and future growth needs of the Town and is considered appropriate development to meet the long term Growth, Housing and Intensification goals and objectives of the Region and the Town of Caledon.

4.6 Phasing

The phasing strategy for mixed use development has been conducted to conform to the vision of creating a complete community with the individual phases each contributing to placemaking and during the period of its development. The phasing strategy is designed to have each phase feel complete at every stage, with logical phase boundaries and land use mix to deliver an integrated community. Early phases will not feel like incomplete projects, nor be unduly disturbed by the construction of later phases. All phases will be desirable places to work and live in, with their own amenities.

Later phases of development should integrate lessons learned from early phases vis a vis optimising resources, spatial and the operational efficiencies and should also be responsive to changes that the future needs and technology and market conditions may bring forward.

The policies of the site specific Mixed Use Official Plan Amendment outlines that Phasing will be applied to the development to the satisfaction of the Town. Development phasing will satisfy growth projection timelines for such items as transportation network and servicing availability. To implement this policy a Holding (H) zoning provision per Section 36 of the Planning Act is considered appropriate to be applied to the Zoning Bylaw Amendment to reflect development timing of the phasing matters which are suitable to the Town. Further discussion involving the Town and the owner is recommended to determine appropriate and implementable Holding provisions.

4.7 Proposed Zoning Category and Development Standards

A Zoning Bylaw Amendment is required to rezone the subject site from the current Bolton Highway Commercial (CHB) Zone and Unserviced Industrial (MU) Zone to a site specific 'Multiple Residential' (RM-XX) Zone in order to permit the proposed development.

The Draft By-law submitted with this application shows the lands to be zoned as Site Specific Multiple Residential (RM-XX) zone. The RM Zone will facilitate the apartment for of development on the subject lands, with the addition of site specific (XX) performance standards tailored to the subject development. The site specific provisions will be required to effectively implement and limit the development as governed by the Official Plan Amendment policy criteria and the requisite urban design and development guidelines as approved by the Town. The proposed performance standards are progressive standards which will effectively implement the proposed development form pertaining to matters related to permitted uses, height, density, Floor Space Index, parking rates, amenity space requirements, landscaping and building setbacks.

The proposed Zone category and provisions for the subject lands are considered appropriate for the proposed development and for an emerging intensification area, as identified by the Queen Street Corridor Study.

4.8 Respect for the Natural Environment

The subject property is located within an urban area of the Town of Caledon, and is not located near any sensitive environmental features. Accordingly, there will be no impact on the natural heritage system as a result of the proposed development.

Twenty trees are proposed to be removed to facilitate the proposed development. It is anticipated that the replacement of these trees will be accomplished through plantings within the site. Opportunities to provide additional replacement plantings within the proposed development block will be assessed through a future Site Plan Control application(s) to the Town.

The Functional Servicing Report, Phase One Environmental Assessment and Hydrogeological investigation have analyzed the water and stormwater balance on the site and have established that the proposed development can be achieved on the subject property without environmental implications.

Finally, the location of the subject property adjacent to the existing GO Bus network will naturally help to encourage transit use and transit investment in Caledon.

4.9 Vehicle Parking

The site is subject to the Town of Caledon Zoning By-law for parking considerations (Section 5.22, Table 5.1). A total of 25 townhouse units, 2,274 apartment units (total 2,229 units) and 3,400 square metres of gross floor area is proposed for development. Application of this By-law summarized for each of the five buildings, results in a minimum parking requirement for the total site of 4,011 parking spaces, including 3,345 resident spaces, 559 visitor spaces and 107 commercial spaces. This requirement results in an effective resident parking supply ratio (resident + visitor) of 1.75 spaces per unit.

The minimum proposed parking supply for the site is based on a ratio of 0.85 spaces per unit for resident parking, 0.20 spaces per unit for residential visitor parking and 1 space per 20 square metres gfa for commercial parking. The current architectural plans for the site illustrate a total of 2,552 parking spaces which is an additional 52 spaces beyond what is required with the proposed parking rates. The supply includes 97 at-grade spaces and 2,455 spaces located in a 3-level below grade parking facility.

The parking provisions of By-law 2006-50 (Section 5.22, Table 5.1) would require the following:

Town of Caledon Zoning By-law - Minimum Parking Requirements (by Building)

	Land Use	Units or Gross Floor Area (GFA)	Zoning By-law Parking Rate	Parking Requirement (spaces)
Building 1	Resident	519	1.5 spaces/unit	779
	Visitor		0.25 spaces/unit	130
	Sub-Total		1.75 spaces/unit	909
	Retail	1144	1 space/20 m ²	58
	Sub-Total			967
Building 2	Resident	428	1.5 spaces/unit	642
	Visitor		0.25 spaces/unit	107
	Sub-Total		1.75 spaces/unit	749
	Retail	748	1 space/20 m ²	38
	Sub-Total			787
Building 3	Resident	413	1.5 spaces/unit	620
	Visitor		0.25 spaces/unit	104
	Sub-Total		1.75 spaces/unit	724
	Retail	507	1 space/20 m ²	26
	Sub-Total			750
Building 4	Resident	611	1.5 spaces/unit	917
	Visitor		0.25 spaces/unit	153
	Sub-Total		1.75 spaces/unit	1070
	Retail	0	1 space/20 m ²	0

	Sub-Total			1070
Building 5	Resident	258	1.5 spaces/unit	387
	Visitor		0.25 spaces/unit	65
	Sub-Total		1.75 spaces/unit	452
	Retail	780	1 space/20 m ²	39
	Sub-Total			491
TOTAL SITE	Resident	2229	1.5 spaces/unit	3345
	Visitor		0.25 spaces/unit	559
	Sub-Total		1.75 spaces/unit	3904
	Retail	3179	1 space/20 m ²	161
	TOTAL			4065

An amendment to the parking provisions is proposed. BA Consulting Group has been retained to conduct a Transportation Analysis for the proposed development (*BA Group, Proposed Mixed-Use Development, Urban Transportation Considerations, February 2021*). The Parking Analysis component of the review identified a lower parking demand rate for the residential units. The following parking rates are recommended:

Minimum Proposed Parking Supply

	Land Use	Units or Gross Floor Area (GFA)	Proposed Parking Rate	Parking Requirement (spaces)
Building 1	Resident	519	0.85 spaces/unit	441
	Visitor		0.20 spaces/unit	104
	Sub-Total		1.05 spaces/unit	545
	Retail	1144	1 space/20 m ²	57
	Sub-Total			
Building 2	Resident	428	0.85 spaces/unit	364
	Visitor		0.20 spaces/unit	86
	Sub-Total		1.05 spaces/unit	450
	Retail	748	1 space/20 m ²	37
	Sub-Total			
Building 3	Resident	413	0.85 spaces/unit	351
	Visitor		0.20 spaces/unit	83
	Sub-Total		1.05 spaces/unit	434
	Retail	507	1 space/20 m ²	25
	Sub-Total			
Building 4	Resident	611	0.85 spaces/unit	519
	Visitor		0.20 spaces/unit	122
	Sub-Total		1.05 spaces/unit	641
	Retail	0	1 space/20 m ²	--

	Sub-Total			641
Building 5	Resident	258	0.85 spaces/unit	219
	Visitor		0.20 spaces/unit	52
	Sub-Total		1.05 spaces/unit	271
	Retail	780	1 space/20 m ²	39
	Sub-Total			310
SITE	Resident	2229	0.85 spaces/unit	1,895
	Visitor		0.20 spaces/unit	446
	Sub-Total		1.05 spaces/unit	2,341
	Retail	3179	1 space/20 m ²	159
	TOTAL			2,500

It is noted that the commercial/retail parking rate of 1 space per 20 square metres of net floor area is not proposed to be amended. Other types of commercial uses are proposed to be allowed by the Zoning By-law Amendment, which have various parking requirements. The proposed rate of 1 space per 20 square metres of net floor area is considered a conservative average rate that will cover the majority of uses. It is further noted that an additional 52 parking spaces above 0.85 spaces per res unit are to be provided on site which will be ample to cover any shortfall of commercial parking spaces.

A summary of the BA Group report and rationale for the recommendation of 0.85 per residential parking space is provided in Section 3.11, and the full report is included with the planning application submission.

4.10 Shadow Study

SRN Architects have prepared a shadow study (December 9, 2020) in order to assess the shadow impacts on the surrounding community. The plan illustrates the equinoxes (March 21st/September 21st) and the summer and winter solstice (June 21st and December 21st). The model shows the proposed development in its context, at a distance that adequately illustrates shadowing during identified test times.

The design of the proposed apartment building structures provides for a low rise podium with the addition of five (5) building towers that are angled and spaced to provide air and light penetration into and through the site. This form of design prevents a mass shadowing effect by providing building openings or gaps above the podium platform. The closest residential neighbourhood (Morra Avenue to the south) will not be impacted by shadows in any way. The study also shows that there will be no shadowing impact on the homes within the Bolton South Hill neighbourhood. The predominant shadowing will fall onto employment and commercial land uses which are considered to be low sensitivity land uses for the purposes of shadowing. These impacts are considered negligible.

Based on the foregoing analysis, it is our opinion that the incremental shadow impacts on adjacent lands will be “adequately limited” and that the shadow impacts are acceptable.

4.11 Landscaping and Amenity Areas

A Public Parkland land dedication is not proposed within the development. As such, cash-in-lieu of parkland will be conveyed to the Town at the development stage. In order to provide for open space amenity for the residents indoor and outdoor amenity area design plans have been prepared to optimize all available use of space for amenity area for residents. The landscape plan design and detailed building floor plans illustrate the locations and spacing of outdoor and indoor landscaping and amenity areas. The landscaping plans submitted with the development application illustrate how these areas will be treated.

The grade level landscaping plan provides large canopy deciduous, and coniferous trees around the entire periphery of the property. The plan also provided shrubs, planting beds, lawn areas, play and seating areas throughout the site. The central vehicular interconnecting laneway/driveway will be curbed, provides connecting pedestrian walkways, and has edge landscaping and feature lighting. Each building entrance has an interlocking brick drop off and pick up area with a central landscape island. A total of 13,530 square metres of outdoor amenity/landscaped space is provided at grade level. This represents a coverage of 37% of the site area.

The building is to be constructed in tiered platforms that will allow rooftop access use for the residents of the development. The rooftop areas at levels 8, 10 and 13 will provide a wide variety of open space and amenity uses for the residents of the development. These include two pools, seating and dining areas, barbecue stations, shared lounge areas, games/fitness areas, dog run as well as lawn and landscaping planters throughout the rooftop platform. A total of 7,464 square metres of rooftop amenity space is provided representing an additional 19.7% of open space coverage to the site.

Indoor amenity space is also proposed for the 2,229 residential units totalling 4,458 square metres. This represents a minimum of 2.0 square metres of indoor amenity space per unit.

Indoor amenity areas within the development will provide a generous variety of leisure and recreation type uses and may include games rooms, party rooms, gyms and meditation areas. These areas will be further defined through a future site plan application. An overall total amenity area of 12,533 square metres is provided.

The planned open space, landscaping and amenity area is provided throughout the development area of the site and will offer a pleasant and active use environment for the residents of the buildings.

4.12 Financial Considerations

Two financial impact reports have been prepared for the subject development. Tate Economic Research Inc. was retained to investigate retail market conditions, opportunities and potential impacts of developing new retail commercial space in Bolton, and Altus Group Economic Consulting examined the potential financial impacts of a proposed mixed-use development on the finances of the Town of Caledon. These two reports are included with the development planning application submission and are itemized in Section 3 of this report.

The Tate commercial impact report notes that the focus of the retail commercial component of the site will be on providing service to the both the local area and on-site residents. The report references that the site is well located for retail commercial uses as it serves a high traffic volume along a main traffic spine through Bolton with connections to nearby municipalities.

The retail commercial market operates in Bolton as four nodes: Core Commercial Area, South Hill Commercial Area, Community Shopping Centre Commercial Area and Highway 50 Commercial Area which includes a wide selection of retailers with normal healthy vacancy levels.

The population growth will result in increased demand for retail commercial space in Bolton that is estimated at an additional 320,000 to 390,000 square feet of retail by 2031.

The Tate Economic Research analysis indicates that retail commercial space is warranted on the site given the location and demand forecast for the Bolton community, noting that the commercial space should be developed in phases.

The report concludes that the proposed retail commercial space at the subject site will not negatively impact the existing retail structure in Bolton or elsewhere in the Town of Caledon. The development will also provide convenience shopping facilities to serve the future residential population contemplated for the subject site.

Altus Group Economic 'high level' financial assessment is based on the plan of 2,204 apartment units, and 25 townhouse units, for a total of 2,229 residential units including a mix of unit types, including 1,046 one-bedroom units, 1,042 two-bedroom units, and 116 three-bedroom units

across five separate residential buildings. The approximate 34,000 square feet of commercial space constructed at-grade in four of the five buildings is also noted. Based on average household sizes for the unit types being proposed from the Town's 2019 DC Study, it is estimated that the proposed development would accommodate approximately 3,844 persons. The proposed 34,200 square feet of commercial space is estimated to generate approximately 62 jobs.

Based on the development charge rates in effect in the Town as of February 2021, it is estimated that the proposed development when complete would generate approximately \$33.2 million in development charge revenues.

Based on the Town's 2019 tax rates, the one-time expenditures and revenues for infrastructure for the development will generate on-going revenues and costs for the Town of:

- \$3,121,800 in annual property tax revenues;
- \$138,800 in non-tax revenues;
- \$2,171,980 in net operating expenditures; and
- \$768,900 in annual lifecycle expenditures (direct and indirect).

Combined, the annual revenues and costs the proposed development would generate for the Town achieve a positive annual fiscal benefit of approximately \$319,700 per year, or \$81.80 per person and job within the development.

Public parkland dedication is not proposed for the development. Sections 42, 51.1 and 43 of the Planning Act allows municipalities to collect cash-in-lieu-of parkland as prescribed in those sections. Parkland at a rate up to 1 hectare per 300 dwelling units may be required. Section 6.2.12 of the Town's Official Plan requires that parkland or cash-in-lieu of parkland be required as a condition of development. The subject proposal would therefore generate a substantial amount of cash-in-lieu of parkland funds for the Town. These funds are required to be applied to municipal parkland purchase or recreational facilities. That dollar amount is not yet determined and not included in these calculations as it is based on land value at the time of approval of development.

The development would also generate approximately \$2.3 million for the Region and \$1.4 million for education purposes.

It is estimated that the development would generate approximately \$818 million in assessment value (2021 assessment dollars).

The proposed mixed use development will have significant financial benefits for the Town of Caledon as both development charge monies and tax dollars will be generated from the development. The commercial component of the mixed use development will not impact the existing healthy retail commercial structure within Bolton or the Town of Caledon in general.

5.0 Conclusions

12599 Hwy 50 Ltd. proposes to redevelop the properties located at 12599 and 12563 Highway 50, and 2 Industrial Road with a multi-phase mixed-use project consisting of five apartment buildings ranging in height from 18 to 32-storeys in height. Once fully built out, the proposed development will contain approximately 2,229 residential dwelling units, consisting of both apartment and townhouse dwelling types, as well as 3,179 square metres (34,218 square feet) of retail floor area.

Applications for Official Plan Amendment and Zoning By-law Amendment are required to facilitate the proposed development. The Official Plan Amendment will redesignate the subject lands to a “Special Residential” designation. The Zoning By-law Amendment is necessary to rezone the site to a Residential Multiple Zone with site specific development standards reflective of the contemplated built form and operational aspects of the proposal.

This report has reviewed the proposed development with regards to the objectives set out in the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Queen Street Corridor Study and the Town of Caledon Comprehensive Zoning By-law 2006-50.

The proposed development contemplates the intensification of the use of the property in keeping with the vision of the Queen Street Corridor Study. The proposed development will provide greater housing and employment options in a highly desirable location that is proximate to existing transit, commercial destinations, employment areas and community facilities.

To support the submission of the requisite development applications, a number of technical studies have been submitted. These documents demonstrate that the proposed development is appropriate and achievable from a technical perspective.

The development of the lands as proposed is appropriate and reflects good planning principles. The proposed development will aid in achieving Municipal, Regional and Provincial intensification targets while helping to create a new and dynamic community at a prominent gateway into the Village of Bolton.

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