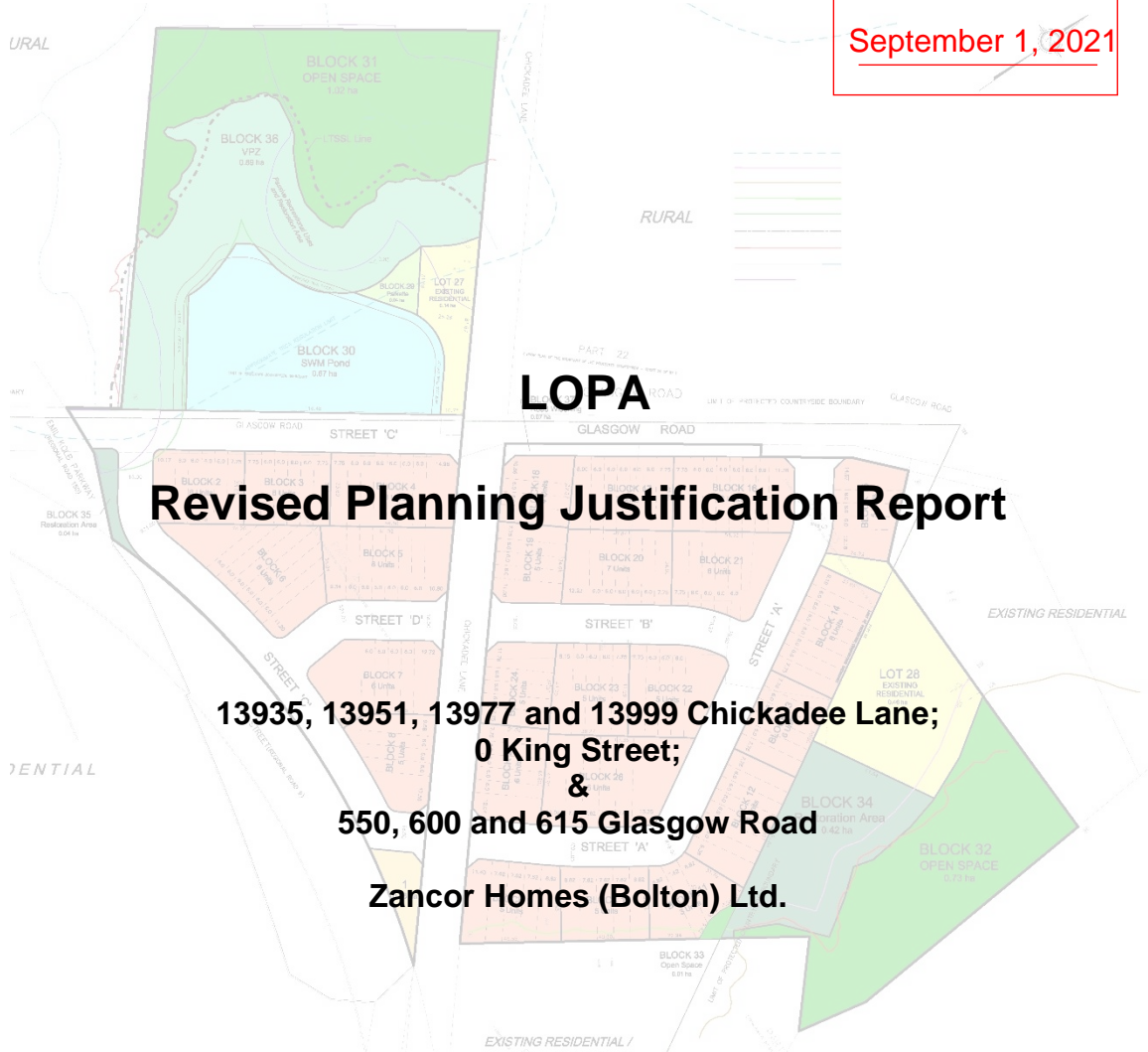


TOWN OF CALEDON
PLANNING
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September 1, 2021



LOPA

Revised Planning Justification Report

**13935, 13951, 13977 and 13999 Chickadee Lane;
0 King Street;
&
550, 600 and 615 Glasgow Road
Zancor Homes (Bolton) Ltd.**

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August 2021

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1.0 Introduction and Executive Summary

The Subject Lands are comprised of several development parcels located at the north-west, south-west, and south-east corners of Glasgow Road and Chickadee Lane, east of the recently constructed Emil Kolb Parkway. In total, the lands represent 10.08ha of land, are municipally known as 13935, 13951, 13977 and 13999 Chickadee Lane; 0 King Street; and 550, 600 and 615 Glasgow Road and described as Part of Lot 10, Concession 6, Town of Caledon, Region of Peel.

The purpose of this Report is to describe the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan, the Town of Caledon Official Plan, the Town of Caledon Comprehensive Zoning By-law 2006-50, as well as other applicable policies and regulations applicable to the Subject Lands. This Report provides planning analysis and justification for the proposal in accordance with good planning and provides a basis for the advancement of planning applications through the review and approval process. This Report also reflects the most recent Bolton Residential Expansion Study ('BRES') ROPA 30 status and applicable policies.

Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Approval have been submitted on behalf of Zancor Homes (Bolton) Ltd. in order to facilitate the construction of a block townhouse development consisting of 151 Street Townhouses. In addition, the development will also contain additional blocks required to service the development including a road widening along Glasgow Road, an 18-metre public road network and stormwater management facility block required to service the proposed development, open spaces blocks, tree planting/restoration areas, and a public parkette.

On December 8, 2016, Regional Council adopted ROPA 30 to expand the Bolton Rural Service Centre settlement boundary based on Option 6 and the Triangle Lands. Despite being located within one of the three (3) identified Rounding Out Areas (Area B) that were comprehensively analyzed through the BRES, and despite all professional opinions supporting the selection of Rounding Out Area 'B', the Subject Lands were not selected for expansion to the existing settlement area. Multiple appeals were received by the Region on ROPA 30, including Zancor Homes (Bolton) Ltd.

On October 9 and again on October 20, 2020, the Local Planning Appeal Tribunal ('LPAT') held a Hearing to consider the ROPA 30 appeals respecting matters of settlement expansion and what is the appropriate land use designation for such. Through

extensive, technical and detailed negotiations a settlement was reached between the Parties. The proposed modifications provide an expansion to the Bolton settlement area of approximately 245 developable hectares to accommodate approximately 11,100 persons and 3,600 jobs. The expansion lands include the Triangle lands, Rounding Out Area B lands (Zancor Homes (Bolton) Ltd., the Option 6 lands, part of the Option 3 lands, and part of the Option 1 lands.

The applicant has submitted private applications to amend the Local Official Plan to redesignate the Subject Lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential in accordance with the approval of ROPA 30 recognizing that the lands have now been brought into the Bolton Residential Settlement Area Boundary effective November 30, 2020. An associated Zoning By-law Amendment and Draft Plan of Subdivision have also been submitted in support of development of the subject lands.

2.0 Site and Surroundings

2.1. Description of Subject Lands

The Subject Lands are comprised of 3 distinct areas inclusive of several development parcels, located at the (1) north-west, (2) south-west, and (3) south-east corners of Glasgow Road and Chickadee Lane, and all east of the recently constructed Emil Kolb Parkway. In total, the Lands are comprised of 10.08 ha. and are municipally known as 13935, 13951, 13977 and 13999 Chickadee Lane; 0 King Street; and 550, 600 and 615 Glasgow Road and described as Part of Lot 10, Concession 6, Town of Caledon, Region of Peel.

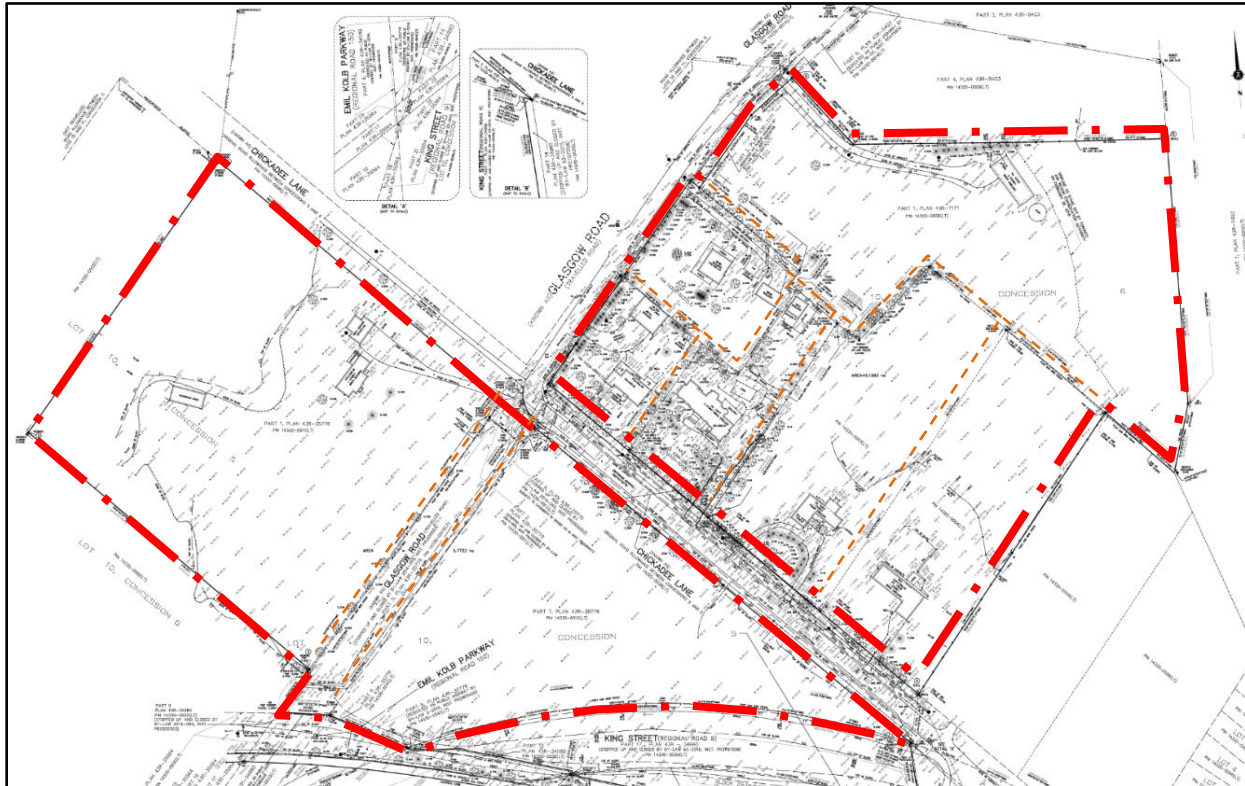


Figure 1 - Plan of Survey

The south-east Quadrant of the Subject Lands is located east of Chickadee Lane and south of Glasgow Road. It is comprised of 6 parcels of land, each with rural residential and estate dwellings and associated sheds, landscaping and amenity features and is partially located within the Greenbelt Plan Area. These parcels have full moves direct access onto either Chickadee Lane (4) or Glasgow Road (3). The parcels have various zoning designations as shown in Figure 3 below. The majority of the quadrant is characterized by rural/estate residential homes and manicured lawns, with the exception of areas below the top of bank which are designated EPA2 and are heavily vegetated. It is important to note that the easternmost portion of these lands which are identified as being located within the Greenbelt Plan Area have not been considered as part of the BRES. Accordingly, no new development has been contemplated for these portions of lands and the associated Blocks have been established in order to maintain the existing land use for a single residential dwelling (Lot 28) and for protection and restoration of natural and open space areas and connections.

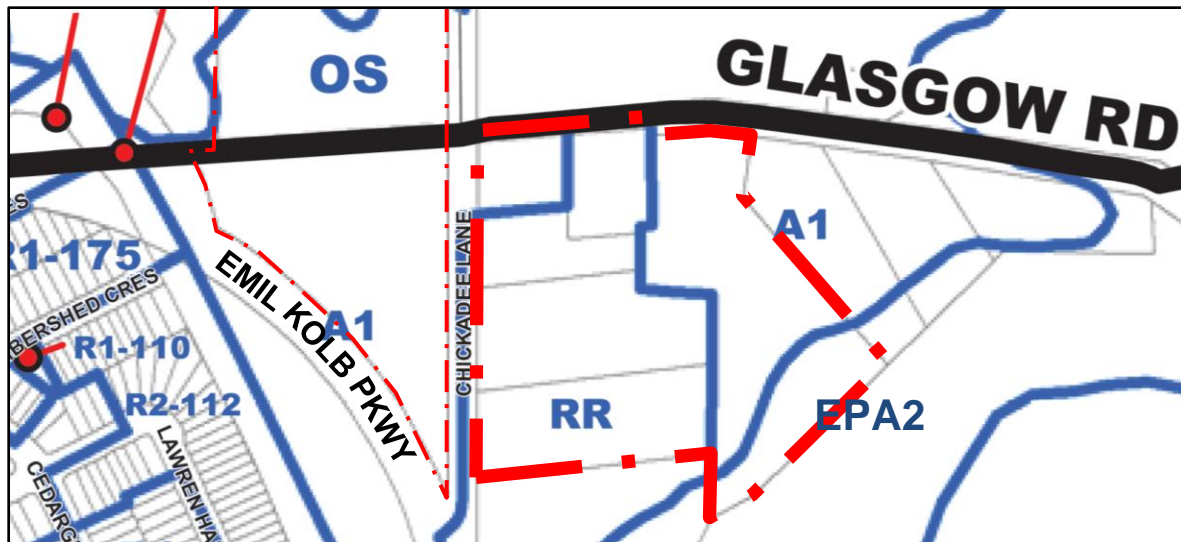
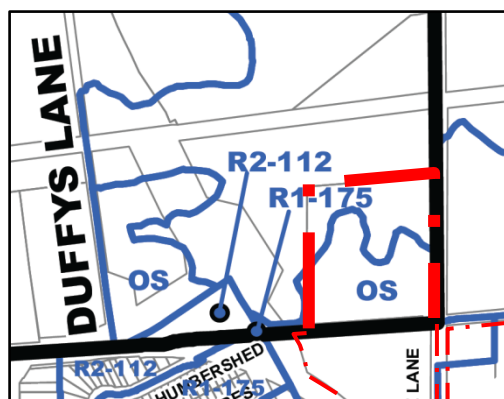


Figure 2 - Excerpt of Caledon Zoning Map 1B

The south-west quadrant of the Subject Lands is located west of Chickadee Lane and South of the future Glasgow Road ROW. It is comprised of one large parcel of land containing an open field with some border plantings. It is located east of the recently constructed Emil Kolb Parkway,



The north-west quadrant of the Subject Lands is located north of the future Glasgow Road ROW and is comprised of a single rural residential parcel containing a single detached dwelling and associated garage and shed. The site is predominately comprised of an open field and associated border plantings; however, the northern portion is also designated EPA per the zoning by-law and is heavily vegetated. This vegetated area forms part of a ravine system. These portions of lands are identified as located within the Greenbelt

Plan Area have not been considered as part of the BRES. No new residential land uses are proposed for this area. The existing land use for a single residential dwelling (Lot 27), the protection of the natural and open space areas and connections for the provision of a public parkette and stormwater management facility required to service the development with maintenance access also to be used as part of trail system are proposed..

2.2. Site Surroundings / Context

The Subject Lands are generally located at the north western limits of the Bolton Rural Service Centre. The lands north of the site are predominately wooded, being part of the Bolton Resource Management Tract. Also, immediately north of the Site, at the north east corner of Glasgow and Chickadee, is the Jack Garratt Soccer Park, which is comprised of 2 large and 1 small soccer fields.

To the immediate east of the Subject Lands along Glasgow Road are existing estate/rural residential lots and a large wooded area which separates the site from Edelweiss Park. Edelweiss Park contains 5 Soccer Fields, 4 tennis courts, a washroom facility, picnic Shelter & club-run concession stand.

Immediately south of the Subject Lands are 2 rural residential dwellings, and south of these, is a low-rise residential community comprised of 2 storey single detached dwellings on traditional lots.

To the west is the recently constructed Emil Kolb Parkway and further west of this is another low-rise residential community. The existing community is bound by King Street in the north, Emil Kolb to the east, and a rail corridor to the south and west. It contains 2 storey single detached, semi-detached and town homes as well as St. Nicholas Elementary School and Adam Wallace Memorial Park.

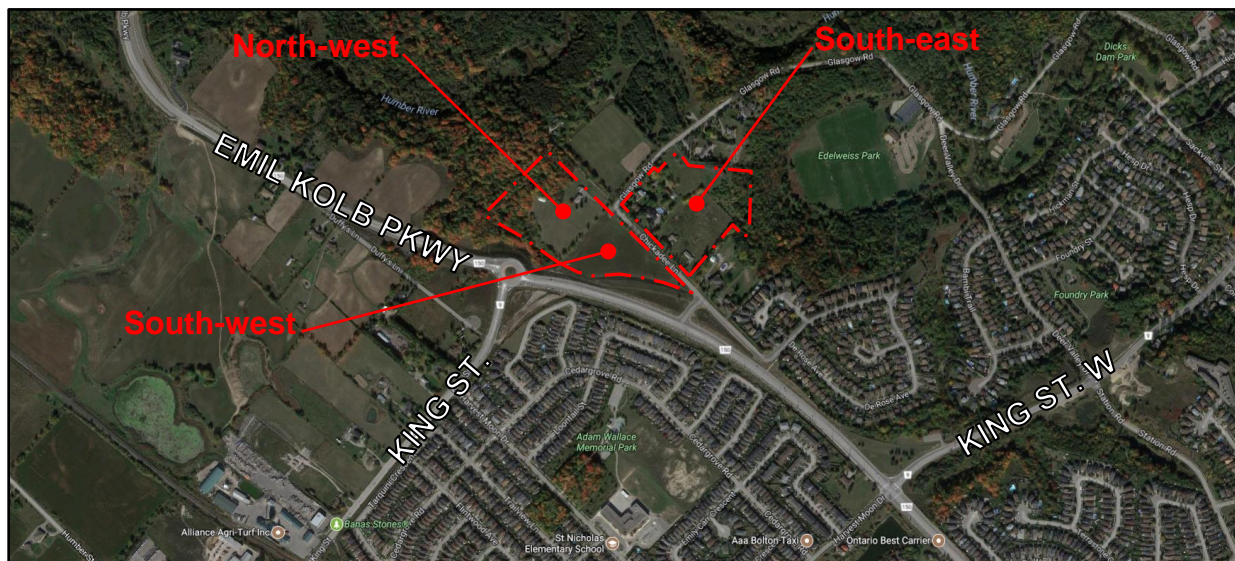


Figure 3 - Aerial View of Subject Lands and surrounding area

3.0 Development Proposal

The Draft Plan of Subdivision proposes to subdivide the Subject Lands into 36 blocks and create 4 new public streets. This includes 25 street townhouse blocks containing a total of 151 units, all located in the south-east and south-west quadrants of the Subject Lands. It also proposes to maintain 2 of the existing rural residential lots and create one new single detached dwelling at the southernmost point on the Subject Lands. In addition to these residential uses the draft plan provides for 1 parkette block (located in the north-western quadrant), a SWM block (located in the north-western quadrant) with maintenance access to also be used as part of a trail system, 3 Open Space/Natural

Heritage System Blocks (located approximately in the location of the existing EPA2 zones), 2 Restoration Area Blocks and a road widening along Glasgow Road.

3.1. Required Approvals

The Subject Lands are located within the Region of Peel Settlement Area Boundary as implemented through the approval of ROPA 30 and in effect as of November 30, 2020. As such, a Regional Official Plan Amendment is no longer required to implement the proposal. However, applications for a Local Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision are required to facilitate the full implementation of the proposed development.

Official Plan Amendment

The proposed Official Plan Amendment seeks to redesignate the lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential to permit single detached, semi-detached, and various forms of townhouse units as well as site-specific policies for the developable portions “Policy Area – Bolton Expansion”:

- The following uses shall be permitted on the developable portion of the Subject Lands:
 - Single Detached Dwellings no greater than 3 storeys in height;
 - Street Townhomes (inclusive of Street Towns) no greater than 4 storeys in height;
- The developable portions of the Subject Lands shall be those portions of the Lands on which development would not be precluded pursuant to the policies of Section 5.7; and
- The density permitted on the Subject Lands shall be between 30 and 40 units per net developable hectare (exclusive of public right-of-way, parks, Environmental Policy Area and Open Space Policy Area)

Zoning By-law Amendment

The Zoning By-law Amendment seeks to rezone the site from its current Agriculture (A1), Rural Residential (RR), Open Space (OS), and Environmental Policy Area 2 Zone (EPA2) to Mixed Density Residential – Exception Zone (RMD-XXX), Rural Residential (RR), Open Space (OS), and Environmental Policy Area 2 Zone (EPA2) to permit site specific land uses and development standards that will implement the proposed draft plan of subdivision. The amendments required are expected to be as follows:

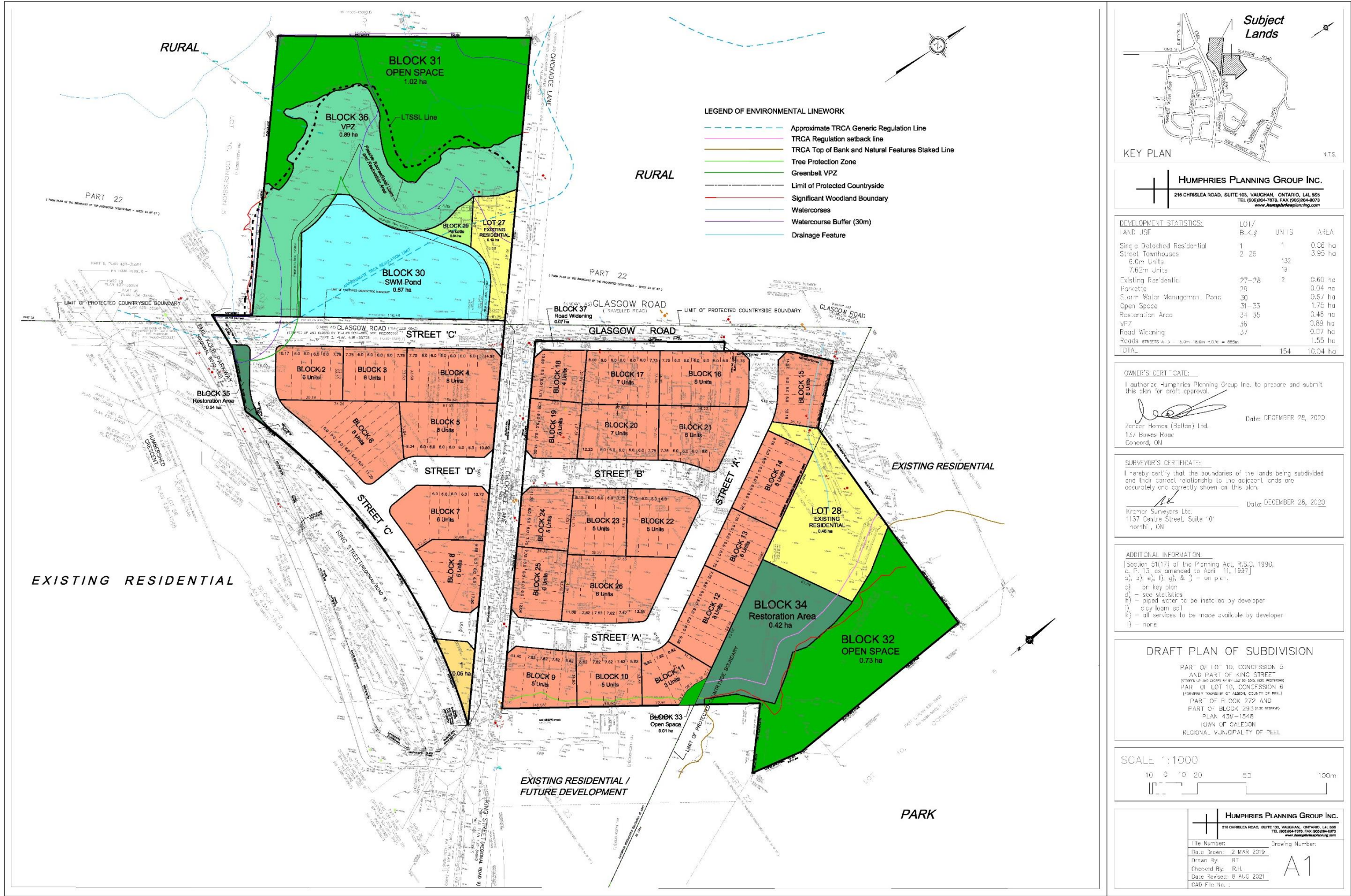
- New Single Detached lots and Townhouse Blocks, will be zoned RMD, Mixed Density Residential;
- New SWM blocks will be zoned OS

- Restoration areas will be zoned OS
- New parkette will be zoned OS
- the existing limits of the EPA2 zone on the Lands shall be refined to reflect the limits of development as established through the application process;
- Existing single detached lots will be rezoned RR
- Site Specific exemptions to the zones will be provided as determined through the application process.

Draft Plan of Subdivision

The Draft Plan of Subdivision proposes to create 25 blocks for street townhouses (151 units), 1 lot for a single detached dwelling, two lots to recognize existing residential uses, a stormwater management block with maintenance access also to be used as a trail, 5 blocks for open space and environmental lands, one parkette block, as well as the block which will contain the local road network.

Figure 4 - Proposed Draft Plan of Subdivision



4.0 Current Policy Review & Analysis

4.1. Planning Act

The *Planning Act* sets out the framework for land use planning in Ontario and describes how land uses may be controlled, and outlines processes and statutory requirements.

Provincial Interest (Section 2)

Section 2 of the *Planning Act* lists the policy interests of the Province and establishes that all land use planning decisions made in the Province of Ontario shall have regard to, among other matters, matters of provincial interest. The matters of Provincial interest contained within Section 2 of the *Planning Act* are as follows:

- a) *the protection of ecological systems, including natural areas, features and functions;*
- b) *the protection of the agricultural resources of the Province;*
- c) *the conservation and management of natural resources and the mineral resource base;*
- d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g) *the minimization of waste;*
- h) *the orderly development of safe and healthy communities;*
(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j) *the adequate provision of a full range of housing, including affordable housing;*
- k) *the adequate provision of employment opportunities;*
- l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- m) *the co-ordination of planning activities of public bodies;*
- n) *the resolution of planning conflicts involving public and private interests;*
- o) *the protection of public health and safety;*

- p) *the appropriate location of growth and development;*
- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1.*
- r) *the promotion of built form that,*
 - i. *is well-designed,*
 - ii. *encourages a sense of place, and*
 - iii. *provides for public space that are of high quality, safe, accessible, attractive and vibrant;*
- s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1).*

The policies and direction of Section 2.0 of the *Planning Act* inform the Provincial Policy Statement (PPS), thereby consistency with the PPS equates to consistency with Section 2.0 of the *Planning Act*. Discussion on the Provincial Policy Statement is provided in Section 4.2 of this Report.

Draft Plan of Subdivisions (Section 51(24))

A proposed Draft Plan of Subdivision application must meet the criteria for matters considered for subdivision of land, which is described in Section 51(24) of the *Planning Act*. Section 51(24) states:

“In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- b) *whether the proposed subdivision is premature or in the public interest;*
- c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- d) *the suitability of the land for the purposes for which it is to be subdivided;*
 - (d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

- e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- f) *the dimensions and shapes of the proposed lots;*
- g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- h) *conservation of natural resources and flood control;*
- i) *the adequacy of utilities and municipal services;*
- j) *the adequacy of school sites;*
- k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- l) *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- m) *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)".*

The proposed Draft plan of Subdivision demonstrates appropriate regard for the above-noted provisions of the *Planning Act* based on the following:

- a. The proposed development is consistent / complies with matters of provincial interest as described in Section 4.2 of this Report.
- b. There is a demonstrated need for additional housing in order to support and satisfy future anticipated population growth to 2031. ROPA 30 identified the Subject Lands as an appropriate area to accommodate this forecast growth. There are no issues of prematurity relating to land use or servicing considerations.
- c. The proposed application conforms to applicable policies in the Region of Peel Official Plan (Section 4.5) and the Town of Caledon Official Plan (Section 4.6).

- d. The Subject Lands are located within the Bolton Rural Service Centre which is the primary focus of growth within the Rural System of Peel. Rural Service Centres are planned to accommodate a wide range and mix of urban land uses and activities including residential. The proposed development is suitable for the intended use of the property and does not propose incompatible land uses.
- e. The design of the proposed road system matches into the existing public road network where connections are proposed in terms of configuration, grading, drainage and overall design.
- f. The dimensions and shapes of the proposed lots are consistent with those found in existing developed areas and are sufficient to accommodate compatible and appropriately sized dwellings.
- g. There are no restrictions on the lands that would restrict their future development.
- h. The Subject Lands are not located within a floodplain boundary.
- i. The proposed development will be fully serviced by existing Municipal services in an area where water and sanitary sewer connections are accessible.
- j. The proposed development is located in an established community associated with the Village of Bolton with easy access to a number of local amenities and services including school sites.
- k. Public service infrastructure (i.e., SWM Block) and Open Space Block will be conveyed to public ownership and has been designed to accepted standards where appropriate.
- l. The proposed development maximizes land resources through a compact, transit-oriented development which optimizes the efficient-use and conservation of energy and contributes to more sustainable forms and patterns of development.
- m. The applicant acknowledges that the approval of the subdivision may be provided with the condition that before a Subdivision Agreement is issued the applicant may be required to fulfill any and all requirements imposed by the approval body.

In our opinion, the development and associated draft plan of subdivision meet the requirements of Section 51(24) of the *Planning Act*.

4.2. Provincial Policy Statement (2020)

The Province released the Provincial Policy Statement (PPS), 2020 under the Planning Act on February 28, 2020 (effective May 1, 2020). The PPS is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development in the Province of Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The *Planning Act* requires that all decisions affecting planning related matters be consistent with the policy statements issued under the Act, including the PPS.

The PPS calls for the building of strong communities as “*Ontario’s long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns*”. The establishment of healthy, livable and safe communities is facilitated through efficient development and land use patterns and the accommodation of an appropriate range and mix of residential, employment, institutional and recreational uses to meet long term needs.

Managing and Directing Land Use

Section 1.0 of the PPS provides direction related to “Building Strong Healthy Communities” and is applicable to the Subject Lands. It encourages a variety of land uses within communities and promotes initiatives that make efficient use of infrastructure.

Section 1.1.1 provides direction for managing and directing land use in order to achieve efficient and resilient development and land use patterns. These policies state:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and,*
- i) *preparing for the regional and local impacts of a changing climate.*

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, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.”

The proposed development implements a residential development on a predominantly vacant and underutilized parcels of land located within a Settlement Area, where existing municipal water and wastewater services are available and accessible. The development will also contribute to the creation of additional residential dwelling units in order to expand and broaden the supply of housing in the Town of Caledon and contribute to the availability of a variety of housing options in order to serve the diverse needs of current and future populations. The Subject Lands represent a logical and continuous form and pattern of development which supports the efficient use of land and land resources. Lastly the development implements a highly concentrated and compact building form thereby minimizing land consumption and servicing costs.

Settlement Areas

Section 1.1.3 of the PPS, focuses and directs growth and development towards designated Settlement Areas. Land use patterns within settlement areas should be based on an appropriate range and mix of land uses and densities that make efficient use of available land and existing infrastructure. Section 1.1.3 includes the following applicable policies:

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

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

- a) Efficiently use land and resources;*
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) Prepare for the impacts of climate change;*
- e) Support active transportation;*
- f) Are transit-supportive, where transit is planned, exists or may be developed; and,*
- g) Are freight supportive.*

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.

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.

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.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The Subject Lands are located within a Settlement Area as defined by the PPS, associated with the Bolton Rural Service Centre. The Subject Lands are located within the Urban Boundary on *Schedule D – Regional Structure* of the Region of Peel Official Plan. The PPS recognizes that the achievement of growth targets in Settlement Areas requires intensification and development in areas that are well served by existing and/or future planned infrastructure and public facilities. The proposed development is consistent with the above noted policies as it provides for new development adjacent to an existing built-up area and introduces a compact built form and mix of uses and an overall density that allows for the efficient use of land, infrastructure and public service facilities.

Housing

Section 1.4 of the PPS addresses housing and contains policies which call for an appropriate range and mix of housing types and densities to be provided in order to meet the projected requirements of current and future residents. The following policies are applicable to the development proposal:

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

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years throughout residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in*

- consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- 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;*
- 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.*

The PPS directs the development of new housing towards locations where an appropriate level of municipal infrastructure and public service facilities exist or have been planned to occur. The Subject Lands are located in an area with direct access to a variety of community services and facilities including public parks, recreation centres, and schools which will support the proposed development and its future residents.

Currently, single detached homes made up the largest share of the current housing supply in Peel Region and residential development trends suggest this will continue in the near future. More specifically, single detached homes made up 45.6% of all dwellings in Peel Region in 2016. Caledon had the largest share of single detached homes at 83.4% of the entire housing stock in Caledon in 2016. While it is recognized that Peel Region's new housing stock will become more diversified over time with the introduction of more compact building forms, the existing housing stock is composed predominantly of detached dwellings. The proposed development introduces 151 freehold townhomes which will support the overall diversification of housing options and densities within the community and contribute to the evolving character of the Towns housing stock while maintaining compatibility with existing established community areas.

Infrastructure and Public Service Facilities

The infrastructure policies of the PPS are outlined in Section 1.6. existing infrastructure and public service facilities are intended to be maximized, wherever possible, before developing new infrastructure and public service facilities. The following policies are relevant to the proposed development:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) Financially viable over their life cycle, which may be demonstrated through assets management planning; and*
- b) Available to meet current and projected needs.*

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.*

1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing;*
 - 1. municipal sewage services and municipal water services; and*
 - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water service are not available or feasible;*
- b) Ensure that these systems are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. prepares for the impacts of climate change*
 - 3. is feasible and financially viable over their life cycle; and,*
 - 4. protects human health and safety, and the natural environment;*
- c) Promote water conservation and water use efficiency*
- d) Integrate servicing and land use considerations at all stages of the planning process; and,*
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4. and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out*

through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

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 service and municipal water service, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.

1.6.6.7 Planning for stormwater management shall:

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

As indicated in the Section 8.0 - Community Services and Facilities Study of this Report, the Subject Lands are located in an area with direct/convenient access to a wide range of community services and facilities including public parks, trails, recreation centres, schools and places of worship which will support the proposed development and meet its commitment to “*providing safe, accessible, and community responsive parks and facilities that appeal to a wide range of interests and abilities*”.

Additionally, the Subject Lands are ideally located on the periphery of an existing urban area with access and available connections to the existing municipal infrastructure and services. A Functional Servicing and Stormwater Management Report has been prepared by Candevcon Ltd. in order to demonstrate the servicing strategy for the site. Water servicing will be connected to the existing 300 mm diameter PVC watermain on Glasgow Road and Chickadee Lane. The proposed sanitary system involves the construction of approximately 520 m of external sewer to connect to the existing 375 mm diameter sewer on Emil Kolb Parkway. Stormwater will be conveyed (via overland flow) within the proposed right-of-ways to the proposed stormwater management pond. An overview of the proposed servicing strategy is found in Section 7.0 of this Report.

Transportation

Section 1.6.7 of the PPS places significant emphasis on creating a pattern of development within existing communities and new development that is capable of supporting increased transit ridership in existing systems and helping to facilitate the establishment of new transit systems. Concentrating densities and a mix of uses in and around stop and station areas is an effective way of optimizing transit infrastructure by placing more people and uses within close proximity to transit facilities and supporting higher levels of pedestrian activity. The following transportation policies are applicable to the proposed development:

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

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

The proposed development is consistent with the above policies as it is well served by a comprehensive network of arterial region roads (i.e., Emil Kolb Parkway), local minor collector roads (i.e., Chickadee Lane) and new proposed local roads, as well as future planned transit infrastructure. The Subject Lands are within proximity to the future GO Station located to the north-west, and will therefore support provincial investment in transportation infrastructure and support public transit as a mode of choice.

For the reasons stated above, the proposed development and subject applications are consistent with all applicable policies of the PPS, specifically as they relate to the settlement areas, housing, transportation, infrastructure and public service facilities.

4.3. Greenbelt Plan (2017)

The Subject Lands are partially located within the limits of the Greenbelt Plan as shown in the Draft Plan of Subdivision (Figure 6). These portions of the site are designated Natural Heritage System per Greenbelt Detailed Map 58. The Greenbelt Plan prohibits

new development in the natural heritage system unless it meets a strict list of criteria as outlined in Section 3.2.

Section 3.2.2.3 states that:

New development or site alteration in the Natural Heritage System (as permitted by the policies of this Plan) shall demonstrate that:

- a. There will be no negative impacts on key natural heritage features or key hydrologic features or their functions;*
- b. Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
- c. The removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

The proposed Draft Plan conforms to the policies of the Greenbelt in relation to development in the Natural Heritage System. No new residential lots are being created on the Greenbelt Lands, rather, 2 existing residential lots are being reduced in size to facilitate the creation of the following Blocks:

- 1 Stormwater Management (SWM) Block with maintenance road to also be used as a trail;
- 2 Open Space Blocks;
- 1 VPZ Block;
- 1 Restoration Area Block (beyond the MVPZ) and,
- 1 Parkette Block.

The Restoration Area Block 34 will remain in private ownership and will be a part of Lot 28, however Block 34 will be subject to a conservation easement and will be zoned Open Space to ensure the proposed plantings and environmental enhancements are preserved. The Open Space Blocks are analogous to the limits of the natural features on site and therefore protect the natural features as required by the policies of the Greenbelt Plan. These Blocks will be zoned in a restrictive zone category in order to afford further protection to the features there-on. The Greenbelt Plan also stipulates that a 30m MVPZ shall be applied significant woodlands (3.2.5.4). Within the Greenbelt Plan area, no lots are included within 30m of a significant woodlot. There are however two areas outside of the Greenbelt where a 30-metre buffer from the significant woodland, if extended, would

be located within that 30-metre buffer. These areas are the Townhouse block with the rear of Block 11 and the front corner of Block 2

Blocks 11

Block 11 (the south-east portion of the plan) is partially within 30m of a significant woodland, however it is not located within the Greenbelt Plan. The policy framework, inclusive of the Greenbelt Plan, Regional OP or Town OP, is not clear or specific to determine if the required buffers of the Greenbelt Plan also apply to lands outside the Greenbelt Plan, even if the feature itself is within the Greenbelt Plan. The proposed lots outside of the Greenbelt Plan area are setback a minimum of 10m from the significant woodland at the narrowest point, as illustrated in Figure 6. The proposed lots are outside the Greenbelt Plan, but within 30m of the significant woodland and total 784 square metres in area. A Restoration Block (34) is proposed which has an area of 0.4 hectares and there is an area of 915 square metres of beyond the 30m of the significant woodland that will be replanted and restored to compensate for the area of Block 11 the 30-metre buffer to the significant woodland. A net ecological gain of 131 square metres. The proposed restoration area represents a proposed buffer area with an average buffer that is greater than 30m, the majority of which will be located within the Greenbelt Plan. Buffers with an average of 30m have been approved elsewhere within the Greenbelt Plan, subject to the demonstration of a net ecological gain. This is addressed further in the EIS which identifies restoration of the existing sporadic orchard area, as it contains accompanying native species. Additional native species can be added to this area, as explained further in the EIS.

Street C and Block 2

A portion of the north west corner of Street C and a 11 square metre portion of Townhouse Block 2 (the north-west portion of the plan) are within 30m of a significant woodland, however are not located within the Greenbelt Plan area, as illustrated in Figure 6. Again, the policy framework is not clear or specific to determine if the required buffers of the Greenbelt Plan Area apply to lands outside the Greenbelt Plan Area, even if the feature itself is within the Greenbelt Plan. Street C and Block 2 have already been significantly disturbed as a result of Glasgow Road, which was stopped up and closed by By-law 2014-065, Instrument PR2555503. Street C provides essential infrastructure to service the proposed development and therefore it is permitted within the Greenbelt Plan and permitted within the associated minimum Vegetation Protection Zone (MVPZ) subject to an EIS demonstrating that it will have no negative effect on the natural heritage system per policy 3.2.5 and 4.2.1. Given the historical disturbance and the permissions for encroachment for essential infrastructure, this is appropriate as the EIS has demonstrated

that it will not have any negative effect on the natural heritage system. Block 2 will be cut off from the significant woodland feature as a result of the essential infrastructure (Street C) and as a result should not be required as part of a buffer, as it would not function as a buffer.

The SWM block provides for essential infrastructure to service the development and is therefore permitted within the Natural Heritage System and the associated minimum Vegetation Protection Zone (MVPZ) subject to an EIS demonstrating that it will have no negative effect on the natural heritage system per Policies 3.2.5 and 4.2.1. The proposed SWM block is not located within the feature itself thereby respecting Policy 4.2.3 of the Greenbelt Plan. A recreation use is also permitted in the Natural Heritage System and MVPZ per Policies 3.2.5 and 4.1.2; and is subject to similar limitations in regards to the NHS. Only passive recreational uses and restoration areas are proposed within the portion of parkette block located within the MVPZ. As such, an EIS has been submitted with the application and demonstrates that the SWM block and associated maintenance road/trail system and Parkette block are outside of the limits of the natural heritage features on site and will not negatively affect the Natural Heritage System. Both uses will also provide an appropriate transition from the residential uses proposed internal to the Subject Lands and the Natural Heritage System features located at the south-eastern and north-western limits of the Subject Lands.

Section 4.5 addresses policies related to existing uses as well as expansion and/or conversion of existing buildings and accessory structures. It is the policy of Section 4.5 that *“all existing uses are permitted including single dwellings on existing lots of record, provided they were zoned for such as of the date the Greenbelt Plan came into force”*.

The Greenbelt Plan provides for a diverse range of economic and social activities associated with rural communities, agricultural, tourism, recreation and resource uses. Section 4.1.2 outlines non-agricultural use policies including recreational uses, parkland open space and trails. Section 4.1.2.1 states that *“An application to establish or expand a major recreational use in the Natural Heritage System shall be accompanied by a vegetation enhancement plan that incorporates planning, design, landscaping and construction measures”*. Additionally, small-scale structures for recreational uses (such as boardwalks, footbridges, fences, docks and picnic facilities) are permitted within key natural heritage features and key hydrologic features, however, the number of such structures and the negative impacts on these features should be minimized.

Lastly, Section 4.2. of the Greenbelt Plan outlines policies related to infrastructure development and ensures that best practices are employed for any new development or

site alteration in order to avoid impacts to key natural heritage or key hydrologic features to the greatest possible extent possible. It is the policy of Section 4.2.3.3 that:

“Stormwater management systems are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones. The determination of appropriate vegetation protection shall be defined in accordance with sections 3.2.5.4 and 3.2.5.5 of this Plan, which consider the area and nature of the feature being protected and the nature of the proposed stormwater management system.

Within those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario, naturalized stormwater management systems may be permitted within the vegetation protection zone of a significant valleyland, provided they are located a minimum of 30 metres from the river or stream, and they are located outside of the vegetation protection zone of any other key natural heritage feature or key hydrologic feature”.

Under the policies of the Greenbelt Plan, a minimum vegetation protection zone is to be established to protect key natural heritage features and key hydrological features. For significant woodlands, fish habitat, and permanent and intermittent streams, the minimum vegetation protection zone shall be a minimum of 30 m measured from the outside boundary of the key natural heritage feature. The proposed location of the SWM pond results in a 1,907 m² (0.19 ha) encroachment into the 30 m VPZ, with no encroachment into the natural features. The resulting buffer from the staked dripline of significant forest community to the limit of SWM pond development would range from a minimum of 10 m to 45 m. The above noted encroachment is appropriate recognizing that the SWM facility will be dedicated into public ownership, and is appropriately located within the overall natural heritage network.

As identified on the enclosed Draft Plan of Subdivision (Figure 6) the following Blocks have been established within the boundary of the Greenbelt Plan:

- Block 30, Stormwater Management Facility, Maintenance Road/Trail
- Block 29, Parkette
- Block 31 and 32, Open Space
- Block 34, Restoration Area
- Lot 27, Existing Residential
- Lot 28, Existing Residential
- Block 36, VPZ

Block 27 and 28 have been established in order to recognize the existing single-detached residential dwelling located at 615 and 550 Glasgow Road, respectively. In accordance with Section 4.5 of the Greenbelt Plan, all *existing uses* including single dwellings are permitted on existing lots of record, as of the date the Greenbelt Plan came into force.

Additionally, the proposed open space block and parkette block have been contemplated for the purposes of recreation, conservation and environmental protection and will be conveyed to the appropriate public bodies or non-profit entities for natural heritage conservation in the long-term. In accordance with Section 4.1.2 of the Greenbelt Plan, small-scale structures for recreational uses (such as boardwalks, footbridges, fences, docks and picnic facilities) are permitted within key natural heritage features and key hydrologic features; however, the number of such structures and the negative impacts on these features should be minimized. We further note that no intrusions are proposed within the features, limited intrusions are proposed within the buffers.

Lastly, in accordance with Section 4.2.3 of the Greenbelt Plan, the proposed SWMF meets the intent of the above-mentioned policies in that it is required to serve a residential settlement area and its proposed location is the best alternative to other areas within the proposed development plan. The SWM facility has been located in a manner that minimizes ecological impacts to the existing valley system and associated ecological features and functions and is designed to pose little to no risk to human health and safety. A Stormwater Management Plan/Report and Environmental Impact Study and Management Plan have been prepared in support of these development components.

Based on the above, it is our opinion that the proposed development generally conforms to the applicable land use policies of the Greenbelt Plan and are considered to be appropriate for approval.

4.4. Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) provides direction respecting the development and growth of communities within the Greater Golden Horseshoe (“GGH”). The new Growth Plan was prepared and approved under the Places to Grow Act, 2005 and took effect on May 16, 2019 replacing the 2017 Plan. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved and took effect on August 28, 2020.

Although many of the policies of the Growth Plan (2019) have remained the same, the changes to the new Growth Plan (2020) are intended to address potential barriers to increasing the supply of housing, creating jobs and attracting investments. The

overarching objectives of the Growth Plan (2020) continue to support the achievement of complete communities that are healthier, safer, and more equitable. Additionally, the Growth Plan prioritizes the better use of land and infrastructure by directing growth through a hierarchy of settlement areas and prioritizing infill opportunities. New policies also address housing to better align with transit infrastructure.

Managing Growth

Section 2.2.1 of the Growth Plan provides a framework to prioritize, guide and direct population and employment growth. It also implements a strategy for the allocation of growth in order to meet Provincial forecasts through to the year 2051 in accordance with Amendment 1 of the Growth Plan. The Plan's key policies for wide-scale population allocation are highlighted below.

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.*
 - b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
 - c) *within settlement areas, growth will be focused in*
 - i. *delineated built-up 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;*
 - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
 - e) *development will be generally directed away from hazardous lands; and*
 - f) *the establishment of new settlement areas is prohibited.*

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;*
 - b) *be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
 - 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;*
 - d) *support the environmental and agricultural protection and conservation objectives of this Plan; and,*
 - e) *be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - 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; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
 - 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.

The above noted policy sets out a strategic outline for the hierarchical organization and management of growth in the Province of Ontario. Under the Growth Plan the vast majority of growth and development is to be directed to Settlement Areas. Settlement Areas are urban areas where development is either already concentrated with a mix of land uses or is planned for in an Official Plan. Bolton is identified a 'Settlement Area' within the Provincial Growth Plan, and is located in a built-up area of the Town of Caledon. Further, Bolton is designated as a Rural Service Centre in the Regions Official Plan and, as such, is the primary focus for growth in the Town. Growth in rural service centres is planned to occur on full municipal water and sewer services, in a phased manner, and subject to financial capabilities of the Region.

Within the Town of Caledon, there are a variety of categories of settlements each reflecting its own unique hierarchy of size, function, mix of uses, infrastructure and growth prospects (i.e., Bolton, Mayfield West, Tullamore, Victoria, Caledon East, Palgrave etc.) Although the primary focus of growth is intended to be directed to rural service centres, such as Bolton, there are several other smaller Rural Settlement Areas that generally function as secondary settlement areas in the Town and are intended to accommodate growth in 'limited' forms. In this regard, it is important to recognize the importance of Bolton within the regional structure and its ability to accommodate the large share of growth and function as a 'complete' community.

Designated Greenfield Areas

Section 2.2.7 of the Growth Plan addresses growth management and the determination of how growth should be planned for in Designated Greenfield Areas. The purpose of this section is to provide direction to manage growth in settlement areas in a manner which optimizes land, recognizes and utilizes existing infrastructure and community services and is designed in a manner that supports complete communities. The following policies are relevant with respect to the development proposal.

1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.*

2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to*

- achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and*
- b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density A Place to Grow | 23 Where and How to Grow target that is not less than 40 residents and jobs combined per hectare.*
- 3. The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:*
- a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;*
 - b) rights-of-way for:
 - i. electricity transmission lines;*
 - ii. energy transmission pipelines;*
 - iii. freeways, as defined by and mapped as part of the Ontario Road Network; and iv. railways;**
 - c) employment areas; and d) cemeteries.*
- 4. Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.7.2 where it is demonstrated that the target cannot be achieved and that the alternative target will support the diversification of the total range and mix of housing options and the achievement of a more compact built form in designated greenfield areas to the horizon of this Plan in a manner that is appropriate given the characteristics of the municipality and adjacent communities.*
- 5. The Minister may permit an alternative to the target established in policy 2.2.7.2. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.7.2 will apply.*

A “Designated Greenfield Area” is defined by the Growth Plan as the “area within a settlement area that is not built-up area” and in Caledon’s case includes all lands in the Town outside of the built boundary (the limit of developed urban area as of June 2006, established by the Ministry of Public Infrastructure Renewal in consultation with municipalities). In Ontario, developable land is a scarce resource, so the Growth Plan encourages the achievement of higher density in Designated Greenfield Areas. In accordance with Section 2.2.7 of the Growth Plan, the Region of Peel is planned to achieve densities of 50 residents and jobs per hectare by 2051. It is recognized that Greenfield densities are increasing in Caledon and Mississauga, but appear to be unchanged in Brampton and for Peel Region. To meet Peel's density target of 50 residents and jobs per hectare by 2051, Greenfield densities in residential and commercial developments must continue to increase.

Typically, low-density residential uses are more likely to locate in designated Greenfield areas, and have historically made it harder to meet Peel's overall density targets. The proposed development has been planned to optimize land resources and prioritize higher density in greenfield areas as it will establish a more compact development form at a density of 25.36 UPH (inclusive of new local roads) and 35.44 UPH (exclusive of local roads) which translates to approximately 83 -116 people per hectare (assuming 3.28 people per household (Hemson Growth Forecast Assumptions Table 22 from Dec. 2016)). As such, the proposed development will assist the Region of Peel in meeting the minimum growth targets for Greenfield development per the Growth Plan.

Housing

Achieving a range and mix of housing options, including affordable housing, to serve all sizes, incomes, and ages of households is a key component of the Growth Plan. Section 2.2.6 of the Growth Plan provides policies relative to the diversification of housing types and tenures and dictates that a greater variety of appropriate residential uses will be supported to accommodate the growth forecasts. Municipalities will promote a range and mix of residential uses by:

Section 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 additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - ii. establishing targets for affordable ownership housing and rental housing;*
 - b. identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
 - c. align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
 - d. address housing needs in accordance with provincial policy statements such as the Policy Statement: "Service Manager Housing and Homelessness Plans"; and*
 - e. implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*
- 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.*
- 3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- 4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*
- 5. When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2*

A central principle of provincial and municipal planning policy in Ontario is the need for local cities and towns to provide opportunities for an appropriate range and mix of housing types, unit sizes, functions, tenures and affordability to meet the current and future needs of residents. Peel Region continues to focus on compact built form and higher densities, which allows for better use of land through opportunities for infill, intensification and the integration of land use and transit investment. The building of complete communities requires acceptable housing – housing in adequate condition, suitable in size and at an affordable price – distributed across the Region with access to necessary supports and services. The proposed residential development will introduce a range of residential housing options and densities including one new 1 single detached dwelling and 151 street townhouse units which support the provision of a mix of housing opportunities and unit sizes for the area, will assist in the achievement of greenfield density targets, and will contribute to diversifying the overall housing stock across the municipality.

Infrastructure to Support Growth

Section 3.2 of the Growth Plan contains policies for integrated approaches to planning in order to optimize existing and future planned infrastructure to support growth. Section 3.2 states that:

- 1. Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement this Plan.*
- 2. Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning,*

environmental planning and financial planning, and will be supported by relevant studies and should involve:

- a. leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;*
 - b. providing sufficient infrastructure capacity in strategic growth areas;*
 - c. identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and*
 - d. considering the impacts of a changing climate.*
- 3. Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.*

In addition to the above noted policies, Section 3.2.6 (2) states:

Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:

- a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
- b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
- c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
 - i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
 - ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2014, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
 - iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*
- d) in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and*

- e) plans have been considered in the context of applicable interprovincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies.

The Subject Lands are ideally located on the periphery of an existing urban area with access to existing municipal infrastructure and services. A Functional Servicing and Stormwater Management Report has been prepared by Candevcon Ltd. in order to demonstrate the servicing strategy for the site. Water servicing will be connected to the existing 300 mm diameter PVC watermain on Glasgow Road and Chickadee Lane. The proposed sanitary system involves the construction of approximately 520 m of external sewer to connect to the existing 375 mm diameter sewer on Emil Kolb Parkway. Stormwater will be conveyed (via overland flow) within the proposed right-of-ways to the proposed stormwater management pond. An overview of the proposed servicing strategy is found in Section 7.0 of this Report.

The relationship between transportation infrastructure and growth management is a primary consideration found throughout the PPS. Section 1.6.7 of the PPS advocates transit supportive planning by articulating policies that promote intensification, compact urban form, mixed-uses in and around transit nodes and corridors, and protecting corridors and rights-of-way for transit and transit-related facilities in order to support public transit, energy efficiency and improved air quality. The following transportation policies are applicable to the proposed development:

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

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

The proposed development is consistent with the above policies as it is well served by a comprehensive network of arterial region roads (i.e., Emil Kolb Parkway), local minor

collector roads (i.e., Chickadee Lane) and new proposed local roads, as well as future planned transit infrastructure. The Subject Lands are within proximity to the future GO Station located to the north-west, and will therefore support provincial investment in transportation infrastructure and support public transit as a mode of choice.

In summary, the proposed development is consistent with the policies of the Growth Plan as it focuses and directs growth and development towards a designated Settlement Area and will contribute to the achievement of the minimum Greenfield target of 50 residents/jobs combined per hectare to be measured across the Region. Further, the development encourages an increase in the mix and supply of housing and can be serviced by existing municipal infrastructure that support the cost effective and efficient use of assets and public services.

4.5. Region of Peel Official Plan (December 2018 Office Consolidation)

Pursuant to the approval of ROPA 30 at the Local Planning Appeal Tribunal (the 'LPAT') the Subject Lands hold the following designations with respect to the Region of Peel Official Plan:

- **Rural Service Centre** – Schedule "D"
- **Rural Service Centre outside of the ORMCP** – Schedule "D1"
- **Settlement Areas outside of the Greenbelt and Natural Heritage System** – Schedule "D3"
- **Designated Greenfield Area** – Schedule "D-4"
- Within the **Rural Settlement Boundary** – Figure 2

The Region of Peel's Official Plan is consistent with the Policies of the PPS and conforms to the policies of the Growth Plan. As such, the plan specifically delineates the settlement boundaries of the Region in Figure 2 and Schedule "D". As noted above, the Subject Lands are located within the delineated settlement boundaries of the Region and within the Rural Service Centre.

Section 5.4.3 of the Peel Official Plan provides policies Rural Service Centres and outlines how growth is planned to occur in these areas. The Rural Service Centres in the Rural System are Mayfield West, Bolton and Caledon East all located in the Town of Caledon. These three Rural Service Centres serve as the primary focus for growth within the Rural System. It is the policy of the Regional Official Plan that the Mayfield West, Bolton and Caledon East communities will be developed on full municipal water and sewer services.

In accordance with Section 5.4.3.1 of the Official Plan, the objectives of the Rural Service Centres are:

- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*
- 5.4.3.1.2 *To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.*
- 5.4.3.1.3 *To foster a distinct character and village atmosphere for Mayfield West.*
- 5.4.3.1.4 *To provide within Rural Service Centres opportunities for a wide range of goods and services for those living and working in the Rural System.*
- 5.4.3.1.5 *To establish healthy complete communities that contain living, working and recreational activities, with respect to the natural environment, resources and characteristics of existing communities and services.*

As noted above, the Subject Lands are located within the Rural Service Centre associated with the community of Bolton. The proposed development has been planned to function as a community and has been designed to complement the distinct character and built environment of the village of Bolton. It will increase the inventory and supply of housing in the village/region and will contribute to the diversity of housing options which promotes healthy and sustainable communities.

The Regional Official Plan further provides the policies for how and when the Rural Service Centres should be developed. It states:

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

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

The proposed development provides for residential uses within the Rural Service Centre of the Region's Official Plan. Municipal water and sewage services are available adjacent to the proposed development as demonstrated through the FSR prepared by Candevcon Limited, these services have the capability of servicing the proposed development.

Per policy 5.4.3.2.9.1, it is the policy of the Official Plan that phasing of development, including the staging of regional infrastructure and financial arrangements must be considered with respect to lands brought into the Rural System and Settlement Area Boundary through ROPA 30. It states that:

“In accordance with Section 5.4.3.2.5 and prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to the region's satisfaction that provides for orderly, fiscally responsible and efficient progression of development that is coordinated with the region's Capital Plan, Peel Water and Wastewater master Plan and Transportation Master Plans”.

Despite the Subject Lands being brought into the Settlement Area Boundary and Rural Service Centre through ROPA 30, the phasing of the proposed development is not required based on the following considerations:

- The developable portion of the subject land and limited number of residential units proposed does not warrant phasing;
- The Subject Lands are located on the periphery of the urban boundary and built-up area of the village of Bolton and the development would constitute a minor rounding out of existing development, in keeping with the character of the area;
- There is immediate potential to develop a broader mix of residential forms that integrate well with existing established communities to the south and west, future planned public transit, and pedestrian connections;

- The development of the lands would provide immediate additional support for the establishment of the GO Station at this location in a timely manner and would provide an opportunity to provide a transit hub providing options for future Bolton residents to walk to rail transit;
- There are no major costs associated with road improvements/construction and/or regional sewer and water upgrades required to implement the proposed development;
- As a result of developing/servicing the Subject Lands, additional opportunities to service other future growth areas, including the approved Option 3 lands, could be advanced.

Section 5.5 of the Regional Official Plan outlines the growth management objectives of the Region in order to achieve sustainability while ensuring that future anticipated growth is accommodated in its urban growth centres, built-up areas and designated greenfield areas. The following policies are applicable to the proposed development:

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

The proposed development is consistent with the growth management objectives of the Regional Official Plan as it proposes a compact urban form that supports future planned transit service and promotes walking, cycling and healthy living. It will contribute to the Region of Peels minimum density targets for designated greenfield areas of 50 residents/jobs per hectare by 2031. The proposed development will also contribute to a greater mix of housing types leading to a greater diversity of densities aligned with 'city

building' plans and increasing the availability and supply of more affordable units in order to support a diverse range of incomes and accommodate people at various stages of life.

Section 5.5.4 of the Regional Official Plan guides the development of greenfield areas in order to achieve 'complete communities' and ensure new growth will occur in a manner that is compact, efficient, supports sustainable transportation and the provision of public open space. The objectives of the Official Plan related to Greenfield Density are:

- 5.5.4.1.1 To plan and designate greenfield to contribute to complete communities.*
- 5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.*
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.*
- 5.5.4.1.4 To optimize the use of designated greenfield areas.*
- 5.5.4.1.5 To enhance the natural environment and resources.*
- 5.5.4.1.6 To manage greenfield growth to support Peel's economy.*

It is also the policy of Regional Council to:

- 5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people/jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.*
- 5.5.4.2.2 Development within designated Greenfield areas shall be designed to meet or exceed the following minimum densities:*

Town of Caledon: 42 residents and jobs combined per hectare

The proposed development advances the policies of Section 5.5.4 of the Official Plan as it introduces a compact built form that is transit-supportive and provides opportunities for quality open space with convenient access to local amenities and services. The density of the proposed development, being between 20-40 UPH, translates to approximately 65-

130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016) and will therefore assist The Region of Peel and the Town of Caledon in meeting the minimum growth targets for Greenfield development per the Growth Plan and exceeds the requirements of the Plan.

The Region of Peel Official Plan contains housing policies that encourage diversity in housing types, size, and tenure to meet projected demographic and market requirements of current and future residents. Section 5.8.3 of the Regional Official Plan sets forth the policy objectives to increase the supply of affordable rental and affordable ownership housing. It is the policy of Regional Council to:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing*

Further, the Regional OP identifies annual minimum new housing unit targets and recommended that policies related to meeting these targets be revised to require local municipalities to adopt local Official Plan and zoning by-law policies and regulations for implementation (See Table below).

| | Social Housing | Affordable Rental | Market Rental and Affordable Ownership | Market Ownership |
|------|----------------|-------------------|--|------------------|
| Peel | 17% | 3% | 35% | 45% |

Finally, a key objective of the Town of Caledon's Official Plan is to provide a policy framework and direction that ensures there is a supply of suitable dwellings of appropriate size, type, quality and tenure available for all ages and abilities within its jurisdiction.

- 3.5.3.6.1 *The Town will endeavor to facilitate applications that would provide affordable housing for moderate- and lower-income households.*

- 3.5.3.6.2 *The Town may consider allowing single-room occupancy accommodation, such as rooming and boarding houses, and secondary/garden suites, as a form of affordable housing, subject to the adoption of detailed policies.*
- 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.*
- 3.5.3.6.4 *Along with the Region of Peel and other local municipalities, the Town will advocate to the Province to provide municipalities with the authority to implement inclusionary zoning as one of the tools for the provision of affordable housing in new development.*
- 3.5.3.6.5 *Along with the Region of Peel and other municipalities, the Town will endeavor to advocate to the Federal and Provincial governments to provide greater economic incentives and funding for affordable housing projects.*
- 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.*
- 3.5.3.6.7 *The Town will consider giving priority to selling or lease surplus municipal properties for the development of affordable housing, where consistent with the goals, objectives and policies of this Plan.*
- 3.5.3.6.8 *The Town shall consider reviewing its development standards with the objective of identifying and implementing appropriate opportunities to support and facilitate affordable housing.*

In general, the Regional Official Plan policies encourage the long-term provision of affordable housing in order to address housing needs to increase supply and improve affordability. The proposal contemplates the development of 25 street townhouse blocks containing a total of 151 units. The development will contribute to the achievement of the minimum targets of market affordable ownership while assisting in maintaining the

available supply and mix of housing in the Region and Town. Further, the proposed development introduces a diverse housing form to the area, which predominantly consists of low-density single detached dwelling units, at a greater density than what currently exists and at a more affordable market price. The proposal appropriately aligns with the applicable Regional policies related to affordable housing as it seeks to expand upon the existing range of housing densities and types in order to promote diversity within the settlement area and accommodate all sectors of the population by improving accessibility and promoting ownership.

In 2017, the Region of Peel released an Affordable Housing Background Paper which undertook data analysis and recommendations to inform future policy amendments related to the provision of affordable housing. Using the Provincial definition, the affordable ownership threshold for Peel Region, in accordance with the statistics presented in the Regions Background Report, is approximately \$420,362. The average cost of a single detached dwelling in Caledon is approximately \$1,102,645. These statistics indicate that only households with high incomes would be able to afford the average single detached house price in Caledon. Conversely, the average cost of a townhouse in the Town is a little more than half of that of a single detached dwelling at approximately \$629,120. Further, it should also be noted that the average house price for all dwelling types in Caledon is much higher than the average house price for Peel Region and other local municipalities in the Region.

The lack of small housing units coupled with increasing rental rates and rising house prices makes it increasingly difficult for people to find affordable ownership in the Town and through the broader Region. While the share of low-density housing is expected to decrease through infill, intensification and redevelopment, the rate at which these levels is anticipated to reach an appropriate mix is not expected for quite some time. The proposed development will contribute to the share of low-density housing and address a strong demand for these housing types. The development will assist in closing the housing gap and bring the Town closer to the affordable housing threshold.

A portion of the Subject Lands is located within the Protected Countryside (Natural Heritage System) of the Greenbelt Plan (Schedule D3). These lands are not intended to be developed for new residential uses, and have been planned to accommodate a 0.60-hectare stormwater management pond block in order to capture drainage from the proposed development area. A parkette, open space, and restoration area is also proposed for these lands.

Section 2.2.10.5 of the Regional Official Plan provides for the general policies related to the rural areas of the Protected Countryside. New infrastructure, including stormwater

management facilities, are permitted in the Protected Countryside provided it meets one of the following objectives (2.2.10.5.8):

- a) It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or*
- b) It serves the significant growth and economic development expected in Southern Ontario beyond the Greenbelt by provided for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders.*

The Peel Region Official Plan prohibits stormwater management systems in key natural heritage and hydrologic features within the Greenbelt Plan. The proposed development strategically locates infrastructure development away from these key features and into the Protected Countryside designation which permits the construction of new or expanding infrastructure. The Greenbelt Plan (2017) recognizes that planning and investment for new or expanded infrastructure will be needed to serve existing communities within the Greenbelt and new settlements located immediately outside of the Plan area. Infrastructure includes water and wastewater systems, septage treatment systems, **stormwater management systems**, waste management systems, communications, telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. The proposed SWM facility is further justified in this location as it is intended to support the expansion of the Bolton Rural Service Centre (a Rural Settlement Area) as approved by ROPA 30.

It is recognized that the development also proposes to locate public park uses and passive recreation uses in the Protected Countryside of the Greenbelt Plan. In accordance with Section 2.2.10.5.8 of the Regional Official Plan, these uses are seen to facilitate growth related recreation and provide opportunities for (active) parkland, trails, and other recreational uses in portions of the Greenbelt Plan area that are outside of the natural heritage features and their associated vegetative protective zones. As defined in the Greenbelt Plan (2017), green infrastructure uses that promote natural and human made elements that provide ecological and hydrological functions and processes are permitted within prime agricultural areas subject to meeting policy 4.2.1.2 g) which requires an "agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken". The proposed uses would not constitute an urban use and would not require substantial site alteration to the landscape in the Greenbelt protected lands for their development. A Comprehensive Environmental Impact Study and Management Plan which demonstrated that the proposed development, including those uses identified as being located within the Protected Countryside of the Greenbelt Plan can be implemented in a manner that does not

negatively impact key natural heritage features or key hydrologic features and, can be implemented while increasing the extent and diversity of the natural heritage system which currently exists.

It is recognized that the Greenbelt Plan permits these types of infrastructure uses provided that certain conditions and criteria are met through the use of appropriate design and construction measures. As such, it is our opinion that the proposed SWM facility and low intensity recreational uses proposed for the Greenbelt lands are suitable and appropriate in recognition of the infrastructure required to support the growth forecasts in Peel Region in order to meet current and projected needs of future populations. It is important to highlight that although the Greenbelt Plan prohibits certain forms of urban development, the proposed land uses are considered to be value-added infrastructure uses which support the policies of the Greenbelt Plan, permanently preserve land and, in some areas, provide for enhancement and a higher standard of protection.

Lastly, the proposal seeks to recognize existing dwellings located within the prime agricultural area designation of the Greenbelt Plan. Section 2.2.10.5.26 of the Regional Official Plan states that, *“all existing uses lawfully used for such purposes, including single detached dwellings on existing lots of record, are permitted within the Protected Countryside provided they were zoned for such as of December 16, 2004”*. As such, proposed Lot 27 and Lot 28, representing existing residential dwellings located within the Greenbelt Plan, are permitted in the prime agricultural designation of the Greenbelt Plan and can continue to be used for these purposes, recognizing that these dwellings existed prior to the passage of that Plan.

For the reasons stated above, the proposed development conforms to the applicable policies of the Regional Official Plan by focusing new growth and development towards the Bolton Rural Service Centre; assisting with the achievement of minimum growth targets for Greenfield development; facilitating the development of a compact, ‘complete’ sustainable and transit-oriented development; managing the preservation of Key natural Heritage Features and Key Hydrologic Functions; and, contributing to a diversity of housing to accommodate a variety of household needs and lifestyle and improving overall affordability.

4.6. Caledon Official Plan

The Subject Lands have the following designations in the Town of Caledon Official Plan:

- Bolton Land Use Plan “C”
 - **Prime Agricultural Area**
 - Outside of 2021 Settlement Boundary
 - **Environmental Policy Area**

- Town Structure “A1”
 - Agricultural and Rural Area of the Growth Plan
 - Not within Rural Service Centre
- Growth Plan Policy Areas in Caledon “Figure 1”
 - Agricultural and Rural Area

Section 5 of the Official Plan provides land use policies for Caledon, and Section 5.1.1 provides specific policies for Prime Agricultural Areas. Section 5.1.1.4 notes the permitted uses for these lands which includes a variety of agricultural uses as well as single-detached dwellings on existing lots of record. Further, Section 5.1.1.15.1 provides policies with respect to lot creation, and notes that lot creation in the Prime Agricultural Area will generally be discouraged. Per the policies above, subdivision and development of the Subject Lands as contemplated in the proposed Draft Plan of Subdivision would not be permitted based on the in force Official Plan policies.

Notwithstanding the above, ROPA 30 was approved by the LPAT in November 2020, which included the Subject Lands within the Bolton Rural Service Centre within which additional growth for Bolton beyond the 2031 population target is anticipated to occur. As a result, the Subject Lands, and other areas, are expected to accommodate development of the urban boundary in Bolton to accommodate an additional 11,100 persons and 3,600 jobs by 2031. The development proposal seeks to amend the current Town of Caledon Official Plan policies and land uses schedules recognizing the ROPA 30 decision in order to implement the subdivision plan.

In accordance with Schedule C - Bolton Land Use Plan of the Town of Caledon Official Plan portions of the site are designated Environmental Protection Area and are within the boundaries of the Greenbelt Plan. Section 3.2.5 of the Caledon Official Plan states that new development within the following features is generally prohibited (subject to the policies contain in Section 5.7): Woodlands, Wetlands, Valley and Stream Corridors.

Section 5.7 provides further clarity with respect to permitted uses within these features and the EPA designation. Section 5.7.3.1.4 states that the precise boundaries of features can be determined through site specific investigations, and Section 5.7.3.1.2 provides specific policies with regards to permitted uses once feature limits are determined. This section notes that:

“The uses permitted in EPA shall be limited to: legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure.”

A site-specific Environmental Impact Statement (EIS) and Natural Heritage Evaluation (NHE) has been carried out for the Subject Lands. This report has studied and delineated the environmental features present on site and has recommended appropriate buffers to said features. The lotting fabric, as proposed through the Draft Plan of Subdivision, protects the environmental features on site by containing them wholly with “EP” Blocks, which will also be zoned in a restrictive zoning category. Some existing residential lots are also maintained and a parkette block created, however, no other lotting occurs within any feature and its related buffer (as recommended by the EIS/NHE).

Further to the policies above, portions of the Site are also located within the Greenbelt. Section 7.13 of the Official Plan provides policies for lands within the Greenbelt. Per the policies of the Official Plan, no subdivision of lots is permitted within the Greenbelt and development within Key Natural Heritage Features and their associated Vegetation Protection Zone (VPZ) is prohibited.

The proposed Draft Plan conforms to the policies of the Caledon Official Plan in relation to development in the Greenbelt as no new residential lots are being created on the Greenbelt Lands. Instead, 2 existing residential lots of record are being recognized as part of the Draft Plan and reduced in size in order to facilitate the creation of the following Blocks:

- 1 Stormwater Management (SWM) Block;
- 2 Open Space Blocks; and,
- 1 Parkette Block.

The Open Space Blocks are analogous to the limits of the natural features on site and therefore protect the natural features and their associated VPZs as required by the policies of the Greenbelt Plan. These Blocks are being zoned in a restrictive zone category in order to ensure their protection in the long term.

The SWM block provides for essential infrastructure to service the development and is therefore permitted within the Natural Heritage System and the associated minimum Vegetation Protection Zone (MVPZ) subject to an EIS demonstrating that it will have no negative effect on the natural heritage system. A recreation use is also permitted in the Natural Heritage System; and is subject to similar limitations in regards to the NHS. As such, an EIS has been submitted with the application and demonstrates that the SWM block and Parkette block are outside of the limits of the natural heritage features on site and will not negatively affect the Natural Heritage System. The proposed SWM maintenance access and trail are within 30 metres from the Open Space Block will be for passive recreational uses and restoration area, whereas beyond the 30m will be the area for Major Recreation uses, including any earthworks, re-sodding, and structure placement (i.e. potential playground equipment).

Section 4.1 of the Official Plan outlines the Towns growth management strategy and structure by defining the role and function of various types of settlements and allocating growth accordingly. The settlement hierarchy consists of Rural Service Centres, Villages,

Hamlets, and Industrial/Commercial Centres. Section 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. The Rural Service Centres are Mayfield West, Bolton and Caledon East.
- b) **Villages** – primarily residential communities that are generally focused on a historic main street or crossroads. They are smaller than Rural Service Centres and provide a limited range of services to the surrounding community. Each village is served by a central water supply system operated by the Region and private septic systems or a communal sewage disposal system and contains one or more of the following municipal services: swimming pool, arena, library, fire hall, or community hall. Villages serve two primary functions: to provide an alternative lifestyle to the Rural Service Centres, Hamlets and the Rural Lands; and, to provide local convenience goods and services within the village and to the surrounding area that complements the wider range of goods and services available in the Rural Service Centres. The Villages are the settlements of Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills, and Palgrave.
- c) **Hamlets** – small residential communities that are generally limited in size to a cluster of houses around a small historic settlement. They are smaller than Villages, and provide very limited services, if any. Hamlets have generally experienced slow or no growth over the past planning period, and this pattern is planned to continue. Private individual water and sewage services predominate. Hamlets rely on the Villages and the Rural Service Centres for most services. The Hamlets are Albion, Belfountain, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, and Wildfield.
- d) **Industrial/Commercial Centres** – small, mixed-use settlements that provide at a small scale, a supportive function to the Rural Service Centres for industrial and commercial development. The Centres are located in the southern part of the Town in close proximity to the rest of the Greater Toronto Area and growing markets and are located at the intersections of Provincial or Regional transportation routes. The Industrial/Commercial Centres are Sandhill, Tullamore and Victoria.

The Subject Lands are located within an identified Rural Service Centre associated with Bolton. The proposed development is consistent with the role and planned function of the Bolton Rural Service Centre as it will focus new residential growth in an area planned for development with access to infrastructure, community services and amenities.

Section 4.2 of the Official Plan provides the policies related to Greenfield growth, population allocation and density targets. The goal of the Official Plan is to optimize the use of the Designated Greenfield Area in order to achieve compact and efficient urban forms which maximize land resources and assets. The following policies are applicable:

- 4.2.2.3.1 Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.*
- 4.2.2.3.2 Caledon will, through its community planning initiatives, identify higher density urban nodes and intensification corridors in appropriate locations within the Designated Greenfield Area to contribute to the achievement of the overall Regional Greenfield Density Target.*
- 4.2.2.3.3 Should a Major Transit Station be located in Caledon, Caledon will require development within the Designated Greenfield Area around the Major Transit Station to achieve a minimum density of 100 residents and jobs combined per hectare by 2031.*
- 4.2.2.3.4 Caledon will support and plan for innovative means of contributing to the achievement of the Regional minimum Greenfield Density Target in residential neighbourhoods in the Designated Greenfield Area such as Apartments-in-Houses, coach houses (apartments above garages), and duplexes.*

Per the Caledon Official Plan (Section 4.2.2), Greenfield areas shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare to 2031. The proposed development advances the policies of Section 4.2 of the Official Plan as it introduces a compact built form that is transit-supportive and provides opportunities for quality open space with easy access to local amenities and services. The density of the proposed development, being between 20-40 UPH, translates to approximately 65-130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016) and will therefore exceed the minimum target and contribute to the achievement of the overall Regional Greenfield Density target.

Section 5.10 of the Official Plan provides further direction on the hierarchy of settlements within the Town and establishes the intended role and function as well as general and specific policies for each of the settlements within the Rural System. Section 5.10.1 states that the settlement hierarchy consists of:

- *Rural Service Centres;*
- *Villages;*
- *Hamlets; and,*

- *Industrial/Commercial Centres.*

It is important to recognize that densities and built form types will vary within each respective settlement area relative to their order. The greatest densities are expected to continue to occur in Rural Service Centres while other areas are expected to accommodate a smaller share of future planned growth through intensification.

Section 5.10.2 outlines the objectives of Settlement Areas as a means to accommodate growth while maintaining rural character and protecting the natural environment. These objectives include:

- a) To foster and enhance the distinct community character of settlements in the Town.*
- b) To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.*
- c) To provide for orderly and efficient residential, commercial and industrial growth within settlements.*
- d) To ensure that adequate institutional, educational, recreational and cultural facilities are provided.*
- e) To ensure that development within settlements has regard for environmental and cultural heritage resources, including Escarpment Natural or Protection Areas as designated in the Niagara Escarpment Plan.*
- f) To encourage the concentration of industrial and commercial development with employment opportunities within settlements, with adequate provision of housing opportunities for the labour force.*
- g) To promote safe and secure communities and improvement of the quality of life through proper design and effective use of the built environment*

The proposed development implements the Town's objectives for Settlement Areas as it proposes a permitted use and built form in keeping with the surrounding area and local context. The proposed development is considered an appropriate form of development within the Bolton Rural Service Centre and is similar to, and is generally consistent with, the intensity and type of residential uses contemplated for this area. The proposal maintains the local character, promotes a sense of place for the residents in the community and establishes a high-quality built form that creates attractive and vibrant streetscapes. The development will have no negative impacts on natural heritage features or functions within or beyond the development footprint and is supported by an adequate supply of community facilities including transportation, schools, parks and other recreational opportunities.

Section 5.10.3.2 states that Rural Service Centres shall be designed as:

“compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town”.

The proposal locates residential development in the Bolton Rural Service Centre where new growth and a range of services will be concentrated. The proposal will provide for orderly and efficient residential growth within Bolton and ensure that adequate provision of housing opportunities is met. The development has been designed to promote sustainable, safe and secure communities and improve of the quality of life through of future residents through proper design and effective use of the natural environment. The development benefits from proximity to existing community services and facilities and will make efficient use of existing servicing infrastructure, with capacity.

The proposed development and associated Official Plan Amendment seek to redesignate the Subject Lands from “Prime Agricultural Areas” to “Medium Density Residential”. Through ROPA 30, it has been demonstrated that the Subject Lands exhibit “*low agricultural priority due to their high level of fragmentation, small parcel size, lack of agricultural activity, and proximity to existing settlement areas*”. Consideration of these factors found it appropriate to include the Subject Lands within the boundary of the Bolton Rural Service Centre for the purposes of accommodating future planned residential growth.

Section 5.10.3.27.8 of the Official Plan establishes the policies for Residential Policy Areas. In *Residential Policy Areas*, the predominant use of land shall be for low, medium, and high-density residential uses. Residential development shall be permitted in accordance with the following:

- a. *Development will provide for a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public rights-of-way, parks, school sites, Environmental Policy Area, and Open Space Policy Area:*

| Density Category | Net Density Range | Housing Types |
|-------------------------|-----------------------------------|-----------------------------|
| <i>Low</i> | <i>Up to 30 units/net hectare</i> | <i>Detached/Multiples</i> |
| <i>Medium</i> | <i>33-44 units/net hectare</i> | <i>Detached/Multiples</i> |
| <i>High</i> | <i>45-87 units/net hectare</i> | <i>Multiples/Apartments</i> |

- b. *The following locational criteria will be applied to low, medium and high-density housing development:*
 - i. *Low Density Housing:* •
 - *generally located in the interior of neighbourhoods away from arterial roads;*
 - *adequately serviced by neighbourhood parks;*

- *accessible to community facilities such as schools and recreational facilities.*
- ii. *Medium Density Housing:*
 - *generally located on or in close proximity to collectors and arterial roads;*
 - *used as a transition between low density and higher density areas;*
 - *located close to or adjacent to parks, schools, open spaces, and commercial facilities.*
- iii. *High Density Housing:*
 - *located either on or in close proximity to arterial or collector roads;*
 - *located closer to commercial/institutional uses than lower density housing;*
 - *located close to or adjacent to parks and open spaces.*

The proposed development consists of 25 street townhouse blocks containing a total of 151 units, all located in the south-east and south-west quadrants of the Subject Lands. It also proposes to maintain 2 of the existing rural residential lots and create one new single detached dwelling at the southernmost point on the Subject Lands. The proposed development has a density of 35.44 uph (exclusive of local roads), which would constitute *Medium Density Housing*.

In accordance with Section 5.10.3.27.8 b) of the Official Plan, the proposal is consistent with the criteria for Medium Density Housing based on the following:

- The surrounding road network is characterized by the north-south minor collector road (Chickadee Lane) which bisects the development area, the north-south regional arterial road (Emil Kolb Parkway) which frames the western limits of the development area, and east-west minor collector road (Glasgow Road) which frames to northern edge of the residential neighbourhood.
- The development provides a transition in density between existing low-density neighbourhoods. The Subject Lands are located on the periphery of existing urban development associated with the Bolton Rural Service Centre and the West Bolton Secondary Plan Area. Development of the Subject Lands would represent a logical and contiguous addition to the *existing* settlement area and established pattern of development. Immediately south of the Subject Lands along Chickadee Lane are two (2) rural residential dwellings. An additional three (3) rural dwellings are located immediately east of the Subject Lands and along Glasgow Road. These home groupings are characteristic of both new and old estate or executive type lots, with large building envelopes, generous setbacks and considerable landscaping and vegetation cover. Beyond the rural residential dwellings on Chickadee Lane is a low-rise residential

community comprised of 2 storey single detached dwellings on traditional lots. To the west of the Subject Lands, beyond Emil Kolb Parkway is another low-rise, medium-and-low density residential neighbourhood associated with the West Bolton Secondary Plan Area. The existing community is bounded by King Street in the north, Emil Kolb parkway to the east, and a rail corridor to the south and west. It contains 2 storey single detached, semi-detached and townhomes. The development will provide for a contextually-sensitive density transition zone between existing low-density development to the south and east to the medium density residential to the west.

- Based on the Community Services and Facilities analysis contained in Section 7 of this Report, it appears that the Study Area contains a broad range of community services and facilities from all of the key service sectors and can likely accommodate the increased population from new development. The proposed development will help make better use of these existing facilities.

For the reasons stated above, the proposed development implements the policies and objectives of the Town of Caledon Official Plan by introducing a compatible form of development that reinforces the scale and planned function of the Towns various settlement categories. The proposal also contributes to the achievement of density targets associated with Designated Greenfield Areas and will assist the Town in meeting its prescribed targets. The proposal will establish a compact, well-integrated development, that is transit supportive and expands on the range of housing forms and mix of unit types to satisfy the diverse needs of existing and future residents at all stages of life. The proposed development is compatible with and fits within the existing and planned context. It respects and reinforces the character and function of the Bolton Rural Service Centre and achieves an appropriate transition in scale between the low-density areas to the south and east and the medium density community to the west. It is located in an area with convenient access to a broad inventory of commercial and retail uses, community infrastructure including schools and local parks and other cultural amenities.

4.7. Town of Caledon Zoning By-law 2006-50

Per Caledon Zoning By-law 2006-50 and as illustrated in the figure below, the Subject Lands are currently zoned:

- A1 – Agricultural zone;
- RR - Rural Residential zone;
- EPA2 - Environmental Policy Area 2 zone; and,
- OS - Open Space zone.

The EPA zones generally follow the current limits of the natural features on site as well as the limits of the Greenbelt Plan, and therefore would only require minor mapping amendments in order to facilitate the proposed development. This is also true for the OS

zone, which is located on lands proposed for park uses (the portion of said lands which will retain the rural residential dwelling would be re-zoned RR).

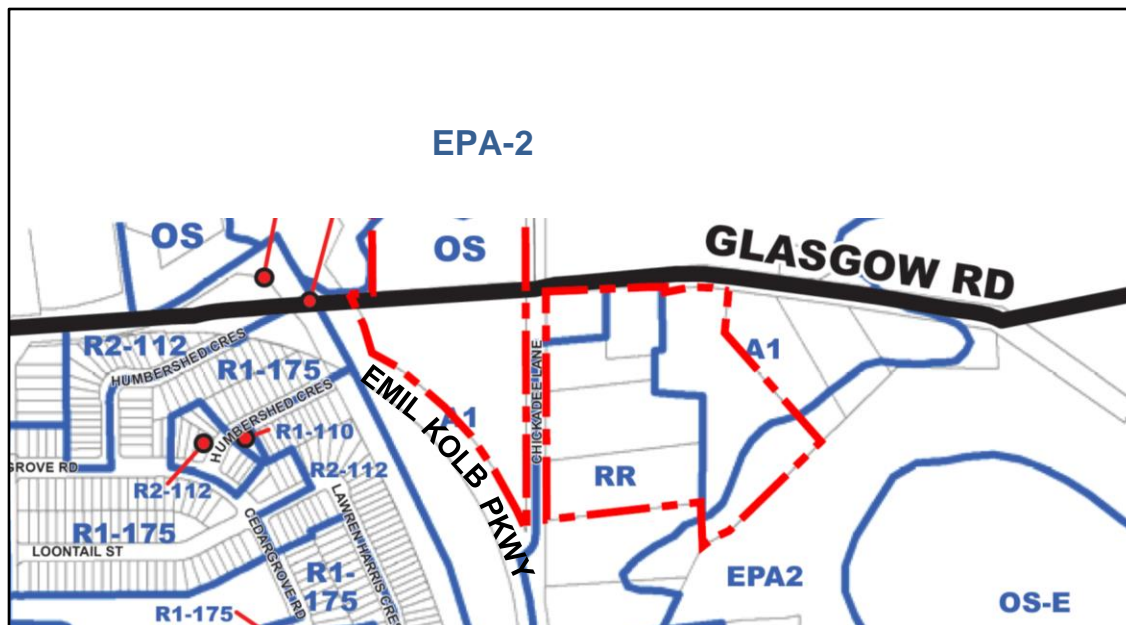


Figure 5 - Zoning Map (By-law 2006-50)

However, the portions of the Lands zoned RR and A1 are largely proposed for subdivision and the development of townhouses, which is not a permitted use in the RR nor A1 zone. As such, a Zoning By-law Amendment would be required in order to re-zone the Subject Lands into an appropriate residential zone categories with site specific exemptions.

5.0 Affordable Housing

Across the GTHA, municipalities are increasingly involved in working towards housing solutions that meet the current and future needs of their residents. Achieving a range and mix of housing options, including affordable housing, to serve all sizes, incomes, and ages of households is a key component of the Growth Plan. Section 2.2.6 of the Growth Plan provides policies relative to the diversification of housing types and tenures and dictates that a greater variety of appropriate residential uses will be supported to accommodate the growth forecasts. Municipalities will promote a range and mix of residential uses 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.*

The Region of Peel Official Plan contains housing policies that encourage diversity in housing type, size, and tenure to meet projected demographic and market requirements of current and future residents. Section 5.8.3 of the Regional Official Plan sets forth the policy objectives to increase the supply of affordable rental and affordable ownership housing. It is the policy of Regional Council to:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing*

Further, the Regional OP identifies annual minimum new housing unit targets and recommended that policies related to meeting these targets be revised to require local municipalities to adopt local Official Plan and zoning by-law policies and regulations for implementation (See Table below).

| | Social Housing | Affordable Rental | Market Rental and Affordable Ownership | Market Ownership |
|------|----------------|-------------------|--|------------------|
| Peel | 17% | 3% | 35% | 45% |

Finally, a key objective of the Town of Caledon's Official Plan is to provide a policy framework and direction that ensures there is a supply of suitable dwellings of appropriate size, type, quality and tenure available for all ages and abilities within its jurisdiction.

- 3.5.3.6.1 *The Town will endeavor to facilitate applications that would provide affordable housing for moderate- and lower-income households.*
- 3.5.3.6.2 *The Town may consider allowing single-room occupancy accommodation, such as rooming and boarding houses, and secondary/garden suites, as a form of affordable housing, subject to the adoption of detailed policies.*

- 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.*
- 3.5.3.6.4 *Along with the Region of Peel and other local municipalities, the Town will advocate to the Province to provide municipalities with the authority to implement inclusionary zoning as one of the tools for the provision of affordable housing in new development.*
- 3.5.3.6.5 *Along with the Region of Peel and other municipalities, the Town will endeavor to advocate to the Federal and Provincial governments to provide greater economic incentives and funding for affordable housing projects.*
- 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.*
- 3.5.3.6.7 *The Town will consider giving priority to selling or lease surplus municipal properties for the development of affordable housing, where consistent with the goals, objectives and policies of this Plan.*
- 3.5.3.6.8 *The Town shall consider reviewing its development standards with the objective of identifying and implementing appropriate opportunities to support and facilitate affordable housing.*

In general, Provincial, Regional and local land use policies encourage the long-term provision of affordable housing in order to address housing needs through measures to increase supply and improve affordability. Through the implementation of overlapping guidelines and policy documents such as the Growth Plan, Regional and Municipal Official Plan, it is clear that an integrated approach to housing affordability has been established which supports strategies that seek to foster 'complete communities' with a diverse range and mix of housing options, densities, and tenures developed through sound planning processes.

The proposed boundary expansion and associated development contemplates the construction of 25 street townhouse blocks containing a total of 151 units. The proposal will contribute to achievement of the minimum targets of market affordable ownership while assisting in maintaining the available supply and mix of housing in the Region and Town. Further, the proposed development introduces a diverse housing form to the area, which predominantly consists of low-density single detached dwelling units, at a greater density than what currently exists and at a more affordable market price. The proposal appropriately aligns with the applicable policies related to affordable housing as it seeks to expand upon the existing range of housing densities and types in order to promote diversity within settlements and accommodate all sectors of the population by improving accessibility and promoting ownership.

Based on the Community Services and Facilities Study prepared by HPGL, it is recognized that the current existing housing stock within Caledon is comprised of 77.2 percent of single detached residential dwellings. The composition of the existing housing stock would indicate that while recent development trends and activity have increased the supply of new apartments and townhouse units being constructed in recent years, Caledon's housing stock is still predominantly comprised of low-density housing.

In the cases of ownership housing, the PPS defines affordable housing as:

- *, the least expensive of: Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross household income for low- and moderate-income households; or,*
- *Housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.*

In 2017, the Region of Peel released an Affordable Housing Background Paper which undertook data analysis and recommendations to inform future policy amendments related to the provision of affordable housing. Using the Provincial definition, the affordable ownership threshold for Peel Region, in accordance with the statistics presented in the Regions Background Report, is approximately \$420,362. The average cost of a single detached dwelling in Caledon is approximately \$1,102,645. These statistics would indicate that only households with high incomes would be able to afford the average single detached house price in Caledon. Conversely, the average cost of a townhouse in the Town is a little more than half of that of a single detached dwelling at approximately \$629,120. Further, it should also be noted that the average house price for all dwelling types in Caledon is much higher than the average house price for Peel Region and the other local municipalities in the Region.

The lack of small housing units coupled with increasing rental rates and rising house prices makes it increasingly difficult for people to find affordable ownership in the Town and through the broader Region. While the share of low-density housing is expected to decrease through infill, intensification and redevelopment, the rate at which these levels is anticipated to reach an appropriate mix is not expected for quite some time. The proposed development will contribute to the share of low-density housing and address a strong demand for these housing types. The development will assist in closing the housing gap and bring the Town closer to the affordable housing threshold.

Additionally, within the Town of Caledon, secondary suites and/or apartments-in-houses are required to be registered with the Apartment-in House-Registry maintained by the Building & Support Services Section. By-law 98-86 gives the municipality the authority to refuse to register a two-unit house if the house does not comply with the By-provision and/or the Town may also revoke a registration where the house has ceased to comply with certain standards. One of those standards includes minimum unit size as well as parking spaces. Based on these requirements, the proposed development is unable to accommodate in-house apartments as the design of the townhouse units does not meet the minimum requirements as set out in the By-law.

Other opportunities may also exist for the provision of affordable housing including a partnership between the proponent and the Region of Peel to develop the regionally owned lands abutting the Subject Lands located to the west and fronting onto Emil Kolb Parkway. Additional units could potentially be integrated spatially, in terms of the design of the development should these lands become available. These types of partnerships can be essential in finding and financing suitable land and to develop it to address the community's affordable market housing needs. This approach has been applied elsewhere with considerable success.

Finally, it is also be noted that the *More Homes, More Choice Act, 2019* (Bill 108) which received Royal Assent on June 6, 2019, establishes a new authority under the *Planning Act* for municipalities to charge for community benefits with respect to land to be developed or redeveloped. These charges are intended to fund municipal infrastructure for community services, including affordable housing. The community benefits charge is currently under review and subject to a public commenting period, however, should this new tool be passed, a contribution of cash in lieu of for the provision of affordable housing may be applied to the proposed development, as deemed to be appropriate, in order to satisfy any additional affordable housing requirements.

6.0 Supporting Studies

In addition to this Planning Justification Report, a variety of supporting studies have been completed in support of the proposed development including the following, the results of which have been summarized below:

- Geotechnical Investigation, prepared by Soil Engineers Ltd.;
- Slope Stability Assessment, prepared by Soil Engineers Ltd.;
- Hydrogeological Investigation, prepared by Palmer Environmental Consulting Group Inc.;
- Environmental Impact Study and Management Plan, prepared by Palmer Environmental Consulting Group Inc.;
- Vegetation Inventory and Preservation Plan, prepared by Palmer Environmental Consulting Group Inc.;
- Headwater Drainage Feature Assessment, prepared by Palmer Environmental Consulting Group Inc.;
- Traffic Impact Study, prepared by GHD;
- Functional Servicing / Stormwater Management Report, prepared by Candevcon Limited;
- Preliminary Stormwater Management Plan, prepared by Candevcon Limited;
- Environmental Noise Assessment, prepared by Candevcon Limited; and
- Agricultural Impact Assessment, prepared by Stantec Consulting Ltd.
- Community Design Plan;
- Community Services and Facilities Study, prepared by HPGI (contained herein); and,
- Healthy Development Assessment, prepared by HPGI (contained herein along with completed chart).

Cultural Heritage Landscape and Built Heritage Resource Assessment

In 2014, the Town of Caledon prepared a Cultural Heritage Landscapes and Built Heritage Resource Assessment ('CHRA') as part of the Bolton Residential Expansion Study. The purpose of the report was to describe the existing conditions of the study area, present an inventory of cultural heritage resources, and propose appropriate mitigation measures and recommendations for minimizing and avoiding negative impacts on identified existing and potential cultural heritage resources. This information would be used to ultimately inform future community plan concepts and identify Preferred Boundary Expansion Areas.

A number of locations were identified for study, including *Rounding Out Area 3* which comprised of lands bordering Chickadee Lane, bounded by King Street to the west and Glasgow Road to the north and which form the boundary of the subject lands.

Through the collection of data from existing heritage registers and databases as well as field review, the CHRA documented a total of one (1) property/building that is located within or adjacent to the subject lands (600 Glasgow Road). The property is described as a Neoclassical-styled squared timber frame three-storey residence built in mid-19th century. The house, presently clad in board and batten, has a two-storey rear tail with a salt box roofline and an open veranda which was recently added. A small, vertical board clad driveshed is located to the south of the house. The laneway, situated east of the house, is lined with mature walnut trees, and there are mature Norway Spruce trees along the road frontage. A further row of deciduous trees screens the west façade of the house.

In analyzing the cultural value of the property, it was determined that the house is a rare surviving example of mid-19th century two-storey squared timber/log construction, and the only one of its kind in the study area. The house, lane and associated vegetation contribute significantly to the heritage character of the area. Accordingly, it was recommended that the house be listed on the municipal heritage register and be further designated under Part IV of the *Ontario Heritage Act* in accordance with the criteria for designation set out in Ontario Regulation 9/06.

Stage 1 Archaeological Assessment

Archaeological Services Inc. was contracted by the Town of Caledon to undertake a Stage 1 Archaeological Assessment for a number of areas identified within the Bolton Residential Expansion Study. Their detailed background assessment included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage in order to evaluate the historical Euro-Canadian and pre-contact Aboriginal archaeological potential of the study area.

Rounding Out Area 3, which forms part of the subject lands, consists of approximately seven (7) hectares, and is located south of the Humber River, situated on either side of Chickadee Land, south of Glasgow Road. It was determined that these lands exhibited archaeological potential associated with important historical transportation corridors, multiple settlement features and given their proximity to the former hamlet of Macville.

It was recommended that the balance of Rounding Out Area 3, including the subject lands, undergo a Phase 2 Archaeological Assessment in order to file survey any archaeological resources and to determine what, if any, may be of potential significance.

A Phase 2 Archaeological Assessment will be completed prior to development approval and will be undertaken when weather conditions are appropriate for the necessary field work. This report will be submitted under separate cover.

Financial Impact Study

In June 2014, Watson & Associates was retained to prepare a Fiscal Impact Study (FIS) in order to assess the appropriate development boundaries and lands to accommodate future growth and, to estimate of the anticipated long-range fiscal impact of the Bolton Residential Expansion Study (BRES) development on the Town of Caledon. The fiscal impact on the Region of Peel was addressed in a separate report.

High-level estimates of the potential number of residential units, population, and employment floor area and jobs were based on a land area of approximately 190 hectares, including all 3 Rounding-out Areas.

As indicated in Section 5 (Assessment of Future and Existing Water Infrastructure) and Section 8 (Assessment of Future and Existing Waste Water Infrastructure) in the Servicing and Infrastructure Report dated June 16, 2014 prepared by Blue Plan Engineering Consultants Ltd., given its close proximity to the existing infrastructure service and systems, it is anticipated that Rounding Out Area 3 (Chickadee Lane/Glasgow Road) could potentially be serviced via the following:

- Water - via connection to the existing Zone 6 distribution network on Chickadee Lane.
- Wastewater - via connection to a future sewer extension north of Coleraine Drive and Harvest Moon Drive. From here flows would be conveyed via the Coleraine Trunk Sewer

These findings are further supported by the FSR prepared by Candevcon which recognizes these connections and identifies the availability of existing infrastructure to serve the proposed development.

Our review of the Watson fiscal impact model indicated that analysis of residential expansion options in the three (3) proposed rounding out areas was limited in scope and

narrowly defined. Rather, the Watson Report focused their analysis on preferred residential expansion Options 1 and 3 given their location, size and broader implications in terms of their capital funding/operating costs and revenue/tax impacts.

Based on the immediate availability of servicing and existing connections to accommodate residential growth and development in the proposed rounding out areas, the FIS was limited in its measure of the financial implications of expansion into the ROA# and the subject lands. The exclusion of the ROAs from their evaluation would suggest that it is expected that development in these areas can proceed without significant financial impact to the Town and the Region as this type of targeted growth supports a balanced and orderly type of development that makes efficient use of existing infrastructure and services.

It is our understanding that based on the findings of the Fiscal Impact Study, residential expansion into ROA3, and more specifically the subject lands, would assist in realizing forecast population and employment growth while achieving fiscal sustainability by balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to Caledon's taxpayers. It is recognized that the FIS was prepared some time ago, however its preliminary findings and analysis have remained largely unchanged. The cost of services, public facilities and infrastructure required to permit and support the development are financially sustainable. The net annual fiscal impact of the proposed development on the Region/Town's finances is anticipated to be minimal given the medium density-built form will result in greater than anticipated revenues from development charges, infrastructure and services are available at its doorstep and the provision of front-end financing agreements. This scenario represents the best-case scenario for the Town as it improves cash flow and reduces debt capacity. No further update to FIS is required.

Retail Market Demand Analysis

Kircher Research Associated Ltd. was retained by the Town of Caledon to conduct a market research analysis in order to assess future retail space requirements in Bolton and to determine the type and size of retail required to accommodated residential expansion.

Kircher's research included an inventory of all retail and related service space located in the Town as well as a License Plate Survey at the main retail areas in Bolton, in order to determine local capture rates and inflow of retail volume from beyond the Bolton urban area. Similarly, to the Fiscal Impact Study prepared by Watson and Associates, their analysis focused on two distinct geographic areas that have been identified as alternative

options to accommodate the expected population growth (Option 1 and 3 as defined in the Bolton Residential Expansion Study).

Kircher did not comprehensively assess the impact of expansion into the three rounding out areas, including the subject lands, should the development of these areas proceed independently or in advance of Options 1 or 3. It is our understanding that because these lands represent locations immediately adjacent to established settlement areas, are in close proximity to existing commercial and retail services, and, are not expected to generate significant growth pressures to the existing inventory and supply of commercial/retail space in the Town, it is expected that space for retail replacement in order to capture population generated from forecast growth within the rounding out areas is substantially less than reflected in Options 1 and 3.

In general, there appears to be an appropriate distribution of retail space across the Town in order to provide a high level of service to future residents including those expected to as a result of growth and development within Rounding out Area 3. The impacts of these future populations are considered to be minor.

Agricultural Impact Assessment

An Agricultural Impact Assessment (AIA) was prepared by Stantec in support the development of the Subject Lands. The purpose of the Report was to assess the impacts of the proposed future settlement area expansion on the subject lands in the context of the broader agricultural system.

The AIA determined that the land uses observed on the subject lands and the broader study area are characteristic of an urban fringe area. These encroaching urban areas have likely influenced the agricultural character of the area which has resulted in the retirement of several farming and agricultural-related operations. The presence of these urban areas reduces the agricultural priority of the subject lands, particularly around its margins (e.g. King Street, Humber Station Road and Emil Kolb Parkway).

It was further noted that Colville Consulting Inc. was retained by the Town of Caledon to complete an AIA in support of the Bolton Residential Expansion Study (BRES). The AIA was prepared to address the Town's settlement policies contained in the Official Plan and assist the Town of Caledon identify lands suitable for inclusion within the expanding settlement area boundaries. Colville determined that there are no reasonable alternatives for settlement area expansion that avoid prime agricultural areas and expansion should be directed towards a lower agricultural priority option to the extent possible.

Stantec's report concluded that due to the small land parcel size and lack of abutting farmland, the subject lands exhibit low agricultural priority. Additionally, the redevelopment of the subject lands will not adversely disrupt adjacent farming operations or normal farm practices and complies with MDS setback requirements. Accordingly, no mitigation measures are required to accommodate the proposal and the development of the subject lands can proceed with no adverse impacts to the broader agricultural system.

Comprehensive Environmental Impact Study and Management Plan

Palmer Environmental Consulting Group Inc., was retained to prepare a Comprehensive Environmental Impact Study and Management Plan ('CEISMP') for the Chickadee Lane Rounding Out Area B, in the Town of Caledon. The purpose of their report was to provide a complete and integrated assessment of the existing environmental condition, potential effects from development as well as any recommended mitigation and monitoring.

Based on their review of the subject lands and an assessment of opportunities and constraints, it was determined that the proposed development footprint is located within an area of low natural heritage or ecological significance, indicative of the predominance of cultural meadows and existing rural residential land uses.

The CEISMP report demonstrated that the proposed development plan can be implemented while increasing the extent and diversity of the natural heritage system from that which currently exists. Through the implementation of appropriate setbacks and buffers, compensation and restoration and enhancement measures, a net ecological gain shall be achieved resulting in an overall benefit to Caledon's natural heritage systems.

Noise Impact Study

Candevcon Ltd., was retained by Zancor Homes to prepare a Noise Impact Study for the proposed residential subdivision. The purpose of the study was to assess the noise impact potential of noise sources affecting the proposed residential development.

The report identified that road traffic noise from nearby transportation corridors (i.e. Emil Kolb Parkway) was the primary sources of sound affecting the development. These noise sources are predicted to exceed the applicable sound level limits.

Based on the results of their analysis, it was found that with appropriate mitigative measures, including acoustical fences in select locations as well as ventilation (air conditioning) in units and warning clauses for future occupants, the proposed development will meet all noise guidelines. Based on the implementation of these noise

attenuation measures, potential noise impacts relating to the proposed development are considered manageable.

Traffic Impact Study

GHD was retained to prepare a Traffic Impact Study (TIS) for the proposed residential development located on the east and west side of Chickadee Lane in the Town of Caledon. The purpose of the study was to evaluate baseline traffic conditions for the study area and determine the traffic volumes anticipated to be generated by the proposed development in order to assess the impact of this traffic on the study roadways/intersections, and if needed, recommend improvements to accommodate forecast traffic volumes.

The TIS concluded that the proposed development is anticipated to generate 78 two-way trips (14 inbound and 64 outbound) during weekday AM peak hour and 81 two-way auto trips (54 inbound and 27 outbound) during the weekday PM peak hours.

The trip generation forecasts for the proposed development are low and not typically associated with traffic operational issues to the surrounding road network. Site generated traffic is expected to travel northbound and southbound on Emil Kolb Parkway, but due to the low number of anticipated trips, the proposed development will have minimal impact on existing traffic conditions.

Further, it is anticipated that Emil Kolb Parkway will experience some capacity issues with the westbound turning-lane as a result of the site generated traffic, however, these issues are expected to be mitigated with the signalization of the intersection.

Headwater Drainage Feature Assessment

A Headwater Drainage Feature Assessment was undertaken by Palmer Environmental Consulting Group as part of their Environmental Impact Study and Management Plan (EISMP).

Their analysis built upon previous work and data collected as part of the Dougan & Associates Environmental Impact Study (June 2014) prepared in support of the Bolton Residential Expansion Study (BRES). The purpose of the study was to characterize and evaluate aquatic features and functions on the subject lands and in order to determine the implications for water quality and quantity, recharge/infiltration, and the overall health of local HDF's and downstream habitats.

Their analysis concluded based on the reach characteristics and existing condition of the HDF on site, it is not considered to be permanently flowing and there are no flow attributes and functions contributing to downstream aquatic and terrestrial habitat. Accordingly, no management of the HDF is required and the proposed development will not result in the functional impairment of downstream habitat or water quantity/quality.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Ltd. for the proposed development of the lands located at the northwest, southwest and southeast corners of Glasgow Road and Chickadee Lane in the Town of Caledon. The report evaluates site grading, floodplain analysis, storm drainage, water quality controls, and sanitary drainage and water supply.

Existing Drainage Area

At present, the majority of the site drains in a south-easterly and north-westerly direction via overland route to an existing valley system associated with the Humber River.

Water Supply

The proposed subdivision is located within the boundaries of Pressure Zone 6. The water supply for the development is expected to be provided by the existing 300mm watermain on Glasgow Road and Chickadee Lane.

Sanitary Servicing

Sanitary servicing is proposed to be provided by the construction of approximately 520m of external sewer to connect to the existing 375mm diameter sewer on Emil Kolb Parkway. The total peak flow is calculated to be 15.25 L/s.

Stormwater Management

Stormwater management for the site will be facilitated via a 10-year storm sewer system. The overland major system will convey the 100-year storm into the proposed SWM facility. Additionally, rear yards will generally drain via swales to rear lot catch basins which will be designed to function with the proposed infiltration trenches.

Hydrogeological Assessment Report

A Hydrogeological Investigation was undertaken by Palmer Environmental Consulting Group Inc., for the proposed development located within the Chickadee Lane Rounding Out Area B, in the Town of Caledon. The report was prepared to support the CEISMP process.

The following summarizes the key results of the Hydrogeological Investigation and Water Balance Analyses:

- The study area is located within the South Slope physiographic region, characterized by silty clay loam sediments of the Halton Till. On a regional scale, the Halton Till acts as an unconfined aquitard, limiting groundwater recharge and discharge;
- Based on well response tests, the calculated geometric mean hydraulic conductivity value of the silty till is 6.1×10^{-5} m/s;
- Groundwater quality is considered typical for the area and shows an exceedance in PWQO criteria for total iron and total aluminum related to high TSS in the groundwater sample;
- Based on groundwater monitoring, shallow groundwater levels are expected to be encountered between 0.12 mbgs to 8.71 mbgs, and deep groundwater levels range from 11.35 mbgs to 29.12 mbgs;
- The lack of surface waterflow in late season, combined with the downwards hydraulic gradient indicates that the watercourse located at the northwest corner of the site is predominantly runoff supported;
- Following development and assuming that no LID measures are implemented, a decrease in infiltration by approximately 5,179 m³/yr. and an increase in runoff by approximately 27,385 m³/yr. across the site is expected; and,
- If LID measures are incorporated into the development plan, the overall change in infiltration at the site following development would not change, and runoff would increase by 113%

Geotechnical Investigation Report

Soil Engineers Ltd., was retained by Zancor Homes to conduct a geotechnical analysis in support of the proposed residential subdivision. Their assessment included the review of all available background information, a subsurface investigation which included the drilling of twelve (12) boreholes, the installation of six (6) monitoring wells, and the measurement of ground water levels.

The results of their study indicated the following:

- i. The subject lands are underlain with relatively consistent soils comprising of surficial topsoil followed by a layer of earth fill, silty clay till and sandy silt till.
- ii. The groundwater table was identified at approximately 0.3 m to 6.1 m below grade.

Based on these considerations, the report concluded that construction of the subdivision should be conducted in accordance with a number of recommendations and procedures in order to support infrastructure servicing, roadway pavements and loaded building structures. Those observation of construction, interpretation of conditions, and formulation of recommendations or directions can be found in the Hydrogeological Study which accompanies this submission.

Slope Stability Study

A Slope Stability Study was undertaken by Soil Engineers Ltd., for the valley land to the north and east side of the subject lands. Their analysis included visual inspection of the existing slope and stability analysis using force-momentum-equilibrium criteria as set out in Bishop's method approach.

Their investigations revealed that the sloping ground is generally covered with mature trees or vegetation, with isolated bare spots covered with fallen leaves and wood branches. There were no signs of water seepage or surface erosion along the slope, except multiple gullies and some surface erosion at the extreme north and west of the property.

Their analysis concluded that in order to maintain the safety of the existing slope from further erosion, the following geotechnical constraints should be stipulated for any development proposed next to the slope:

1. The prevailing vegetative cover must be maintained. If for any reason the vegetation cover is removed, it must be reinstated to its original, or better than original, protective condition;
2. The leafy topsoil cover should not be disturbed;
3. Grading of the land adjacent to the slope must be such that concentrated runoff is not allowed to drain onto the slope face;

4. No development is permitted to be conducted near the top of slope including, but not limited to; saturation from frequent watering of potential landscape features, stripping of topsoil and/or vegetation, dumping of loose fill and material storage of the slope

Community Design Plan

A Community Design Plan been prepared by Humphries Planning Group Inc. which identifies the planning goals and objectives for the redevelopment of the subject lands and describes the community design vision, including the planning and urban design principles that will guide the development of the subdivision plan. The document addresses design details pertaining to the overall community including road network, edges, gateways, residential neighbourhood, character areas, open spaces and amenities. The document will be used as the basis for the preparation of the architectural control guidelines and urban design brief for the draft plan of subdivision process.

7.0 Community Services and Facilities Study and Community Infrastructure Needs Evaluation

The Community Services and Facilities Study and Community Infrastructure Needs Evaluation was completed by HPGI herein to demonstrate that there is sufficient community services and facilities in proximity to the Subject Lands to service the proposed development. This analysis supports the discussions above, providing further evidence that the proposed built form will provide for diversification of the housing stock, affordability and better use of existing recreational and planned transportation infrastructure. Section 7.1 and 7.2 provide data on existing demographics and community services and facilities. Section 7.3 provides an analysis of the same in relation to the development proposal.

7.1. Demographic Data

Statistics from the 2011 Canadian Census were used to create a demographic profile for the Bolton community. The selected Study Area is defined by Census Tracts 0585.02, 0585.03, 0585.05, 0585.09, and 0585.10 (as seen in the image below). Census Tract 0585.02 was included to incorporate statistical data of the subdivision south-west of the Subject Lands.

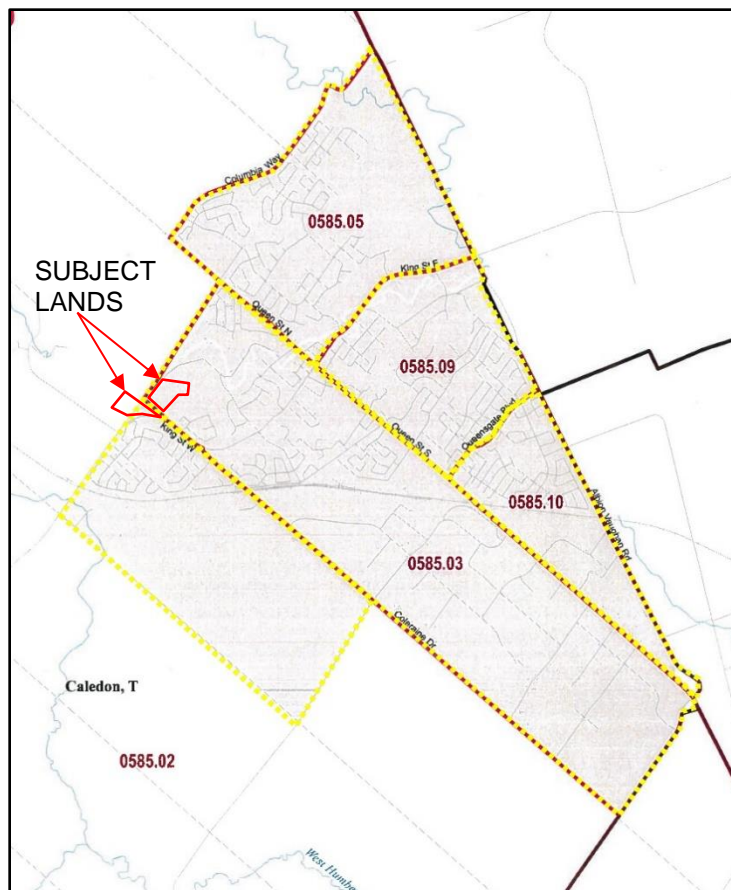
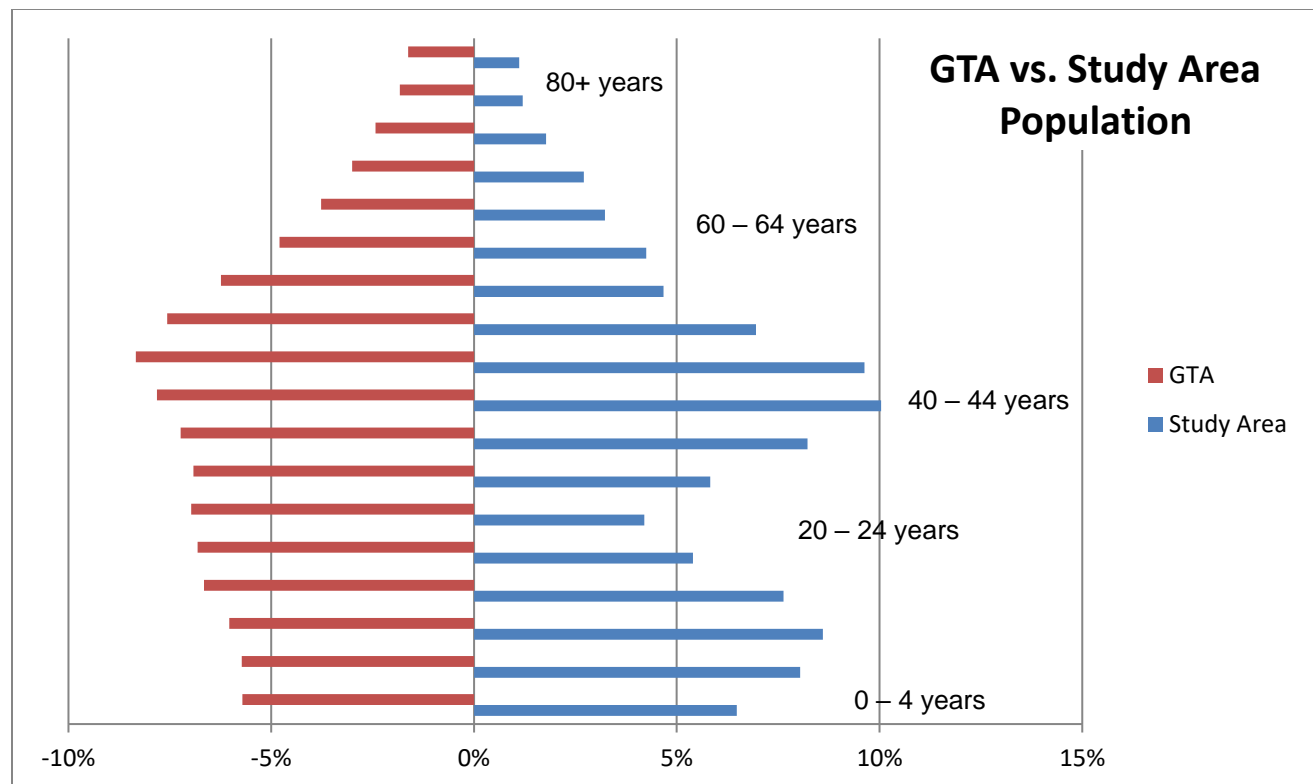


Figure 6 - Community Services and Facilities Study Area

The chart below highlights the relevant demographic data for each Census Tract, and aggregates that data where possible in the 'Study Area' column. It also provides Caledon and GTA wide data for comparison purposes.

| | 585.02 | 585.03 | 585.05 | 585.09 | 585.10 | Study Area | Caledon | GTA |
|----------------------------------|--------|--------|--------|--------|--------|------------|---------|-----------|
| Demographics | | | | | | | | |
| Popn. 2011 | 6,362 | 5,532 | 7,460 | 5,914 | 4,268 | 29,536 | 59,460 | 5,583,064 |
| Popn. 2006 | 5,976 | 5,396 | 7,228 | 5,977 | 4,118 | 28,695 | 57,050 | 5,113,149 |
| Popn. growth rate (2006 to 2011) | 4.7% | 2.5% | 3.2% | -1.1% | 3.6% | 2.6% | 4.2% | 9.2% |
| Area (Km ²) | 4.10 | 8.18 | 4.06 | 2.50 | 1.95 | 20.79 | 688.15 | 5,905.71 |
| Area (ha) | 410.0 | 818.0 | 406.0 | 250.0 | 195.0 | 2,079.0 | 68,815 | 590,571 |
| Density (ppl/ha) | 15.27 | 6.76 | 18.37 | 23.66 | 21.89 | 14.16 | 0.86 | 9.45 |
| Median Age | 36.0 | 40.1 | 36.5 | 39.9 | 35.9 | 37.7 | 40.4 | 38.6 |
| % of the popn. aged 15 and over | 75.1% | 79.8% | 77.1% | 79.2% | 72.1% | 76.7% | 80.1% | 82.5% |

| | | | | | | | | |
|---|-------|-------|-------|-------|-------|--------|--------|-----------|
| # of census family persons | 5,875 | 4,920 | 6,950 | 5,485 | 4,055 | 27,285 | 54,670 | 1,529,240 |
| # of persons not in census families | 425 | 530 | 410 | 355 | 215 | 1,935 | 4,305 | 830,025 |
| % of People in Census Families | 92% | 89% | 93% | 93% | 95% | 92% | 92% | 83% |
| Average ppl/ census families | 3.2 | 3.1 | 3.3 | 3.3 | 3.3 | 3.2 | 3.2 | 3.1 |
| Average children at home/ census family | 1.3 | 1.3 | 1.5 | 1.4 | 1.5 | 1.4 | 1.3 | 1.2 |
| Average persons in private households | 3.2 | 2.9 | 3.3 | 3.2 | 3.3 | 3.2 | 3.1 | 2.8 |
| Housing Stock | | | | | | | | |
| Single Detached Housing | 78.0% | 74.0% | 81.7% | 83.8% | 69.2% | 77.2% | 85.2% | 41.3% |
| Apartment, building more than 5 storeys | 0.0% | 4.7% | 0.0% | 0.0% | 0.0% | 0.9% | 0.4% | 27.4% |
| Semi-detached house | 15.0% | 5.8% | 9.5% | 8.0% | 6.5% | 9.0% | 5.4% | 7.7% |
| Row House | 6.0% | 6.3% | 4.9% | 3.6% | 23.8% | 5.5% | 4.5% | 8.9% |
| Apartment, duplex | 1.3% | 3.7% | 1.8% | 1.9% | 0.0% | 3.0% | 1.8% | 4.1% |
| Apartment, building less than 5 storeys | 10.0% | 6.3% | 2.0% | 3.0% | 0.0% | 4.3% | 2.5% | 10.5% |
| Percentage Other single-attached house | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |



From the Figure above, it is clear that the study area has a disproportionate concentration of residents in their middle years (30-65) and young children (0-20) in relation to the 20-30 age group. This would indicate that the Bolton community has a disproportionate number of families in comparison to the GTA as a whole. This is also reflected in the housing stock, which is comprised of 77.2% Single Detached Housing, whereas the GTA average for Single detached is 41.3%.

7.2. Community Services and Facilities Data

8.2.1 General Community Facilities

The chart below lists major community facilities in proximity to the Subject Lands as well as the services they provide and their distance from the Subject Lands. The general location of the facilities referenced, as well as the general location of retail and commercial services in the vicinity of the Subject Lands, are outlined on the maps below.

| Community Facilities | Services Provided | ~Distance to site |
|---------------------------------------|--|--------------------------|
| Jack Garratt Soccer Park | 2 Soccer Fields, 1 micro sized Soccer field, parking area | 25m |
| Edelweiss Park | 5 Soccer Fields, 4 tennis courts, washroom facility, picnic Shelter & club-run concession stand. | 250m |
| Adam Wallace Memorial Park | Accessible splash pad, washrooms, seating, shade structure, playground and basketball court | 300m |
| Dick's Dam Park | Rustic Park near Humber River, two beach volleyball courts, trail parking & picnic area | 750m |
| Foundry Park | Playground park & recreational trail | 800m |
| Albion & Bolton Community Centre | Arena, Multipurpose Rooms, Snack bar, Wheelchair Accessible | 1,500m |
| Albion-Bolton Public Library | Multilingual Collections, child/adult programs | 1,500m |
| Bolton Fire Station 302 | Fire Services | 1,350m |
| St Nicholas Elementary School | Catholic Elementary School | 550m |
| James Bolton Public School | Public Elementary School | 1.550m |
| Humberview Secondary School | Public Secondary School | 2,000m |
| St. Michael Catholic Secondary School | Catholic Secondary School | 1,900m |

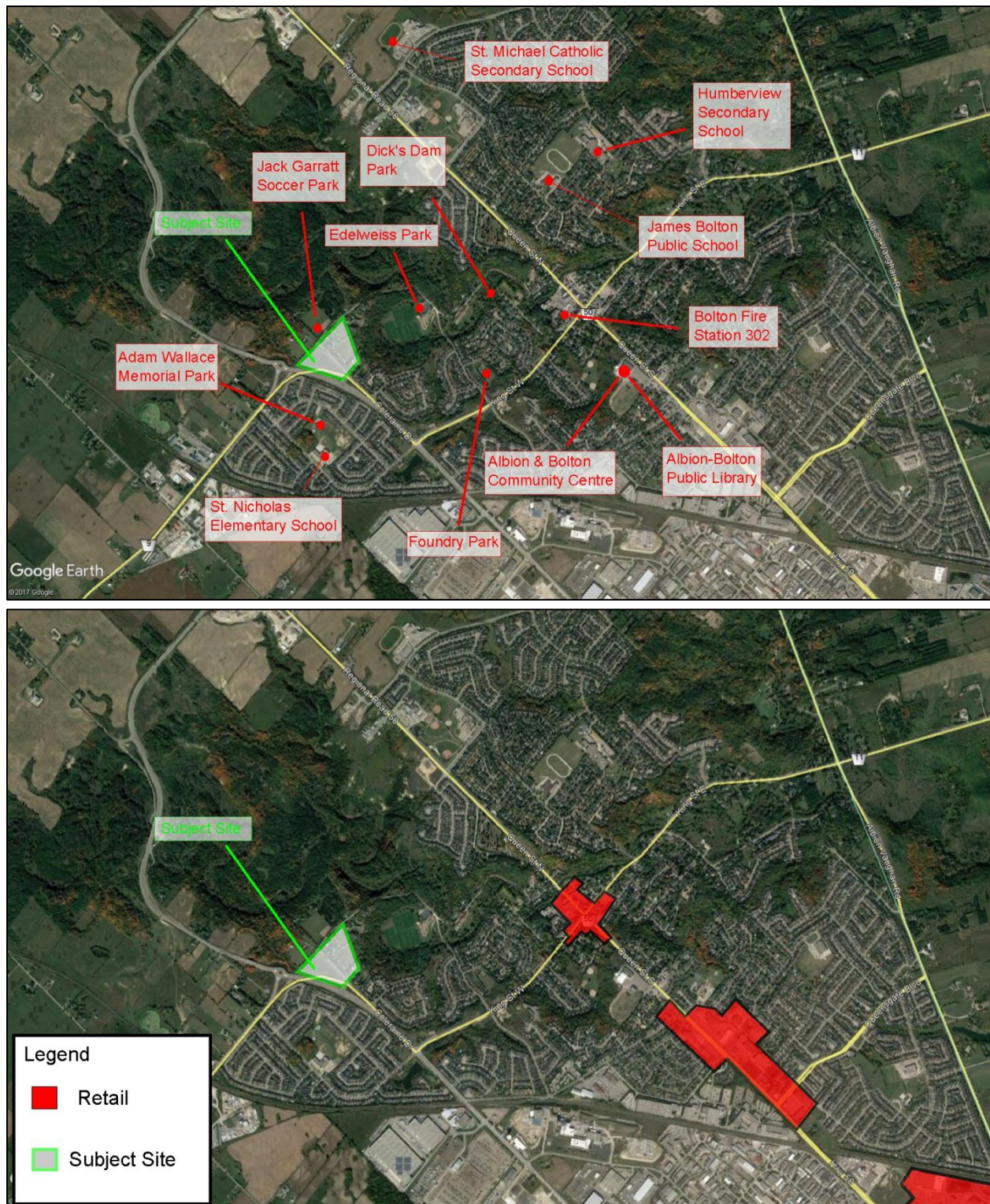


Figure 7 - Location of Community Facilities & Retail

8.2.2 Schools

Below are statistics from the PDSB Annual Planning Document 2016/17 and the DPCDSB 2013 Long Term Accommodation Plan 2013-2028. Both statistics show enrolment projects for schools in the study area.

| Peel District School Board - Annual Planning Document 2016/17 | | | | | | | | | | | | | | | |
|---|---------------|--------------------|-------------------------|-------------------|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| Elementary School | Grades | Occupied Portables | Ministry Rated Capacity | Sept. 2016 Actual | Enrolment Projection | | | | | | | | | | |
| | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | |
| James Bolton | Fr. Imm. | 1-5 | 0 | 596 | 280 | 286 | 306 | 318 | 330 | 348 | 354 | 352 | 349 | 346 | 318 |
| | Eng | K-5 | | | 233 | 234 | 256 | 276 | 277 | 294 | 301 | 299 | 297 | 296 | 294 |
| | Total | | | | 513 | 520 | 562 | 594 | 607 | 642 | 655 | 651 | 646 | 642 | 612 |
| Ellwood Memorial | K-5 | 0 | 504 | 410 | 417 | 436 | 411 | 413 | 430 | 436 | 432 | 429 | 428 | 426 | |
| Allan Drive Middle School | Ext. F.I | 7-8 | 0 | 629 | 69 | 82 | 81 | 77 | 76 | 83 | 71 | 64 | 61 | 53 | 52 |
| | Fr. Imm. | 6-8 | | | 187 | 181 | 162 | 153 | 157 | 156 | 159 | 168 | 185 | 193 | 193 |
| | Eng | 6-8 | | | 321 | 315 | 288 | 307 | 309 | 297 | 280 | 277 | 299 | 310 | 306 |
| | Total | | | | 577 | 578 | 531 | 537 | 542 | 536 | 511 | 509 | 544 | 556 | 552 |
| TOTAL | | 0 | 1,729 | 2,590 | 2,613 | 2,622 | 2,673 | 2,711 | 2,786 | 2,767 | 2,752 | 2,810 | 2,824 | 2,753 | |
| | | | | | | | | | | | | | | | |
| Secondary School | Program | Occupied Portables | Capacity | Sept. 2016 Actual | Enrolment Projection | | | | | | | | | | |
| | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | |
| Humberview | Ext. Fr. Imm. | 2 | 1,437 | 54 | 61 | 64 | 70 | 70 | 74 | 73 | 75 | 69 | 69 | 62 | |
| | Fr. Imm. | | | 176 | 167 | 253 | 336 | 418 | 488 | 503 | 497 | 474 | 456 | 455 | |
| | Regular | | | 890 | 950 | 1,061 | 1,222 | 1,316 | 1,445 | 1,688 | 1,815 | 1,877 | 1,980 | 2,060 | |
| | VOC | | | 61 | 66 | 66 | 71 | 76 | 80 | 85 | 87 | 88 | 88 | 88 | |
| TOTAL | | 2 | 1,437 | 1,181 | 1,264 | 1,444 | 1,699 | 1,879 | 2,087 | 2,349 | 2,474 | 2,508 | 2,593 | 2,665 | |

| Dufferin – Peel Catholic District School Board – 2013 Long Term Accommodation Plan | | | | | | | | | | | | | | | | |
|--|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Elementary School | | | | | | | | | | | | | | | | |
| Education Service Area (ESA) | Recommendation | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | Year 10 | Year 11 | Year 12 | Year 13 | Year 14 | Year 15 |
| | | 2013/2014 | 2014/2015 | 2015/2016 | 2016/2017 | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 |
| CE23: Bolton, Paigrove Estates | Overall Enrolment is stable: will monitor | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Secondary School | | | | | | | | | | | | | | | | |
| Education Service Area (ESA) | Recommendation | 2013/2014 | 2014/2015 | 2015/2016 | Year 4 | 2017/2018 | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 |
| | | | | | 2016/2017 | | | | | | | | | | | |
| CS13: Caledon | Overall enrolment is stable: will monitor | | | | | | | | | | | | | | | |

8.2.3 Transportation

The following bus routes have stops in medium proximity to the subject site:

1. Highway 50 & King Street West - GO Bus Route 38 & 38A with approximately 1.0hr – 2.0hr headways (south to Malton, and southeast to Yorkdale Bus Terminal. Note that the intersection of Highway 50 and King Street West is ~1.50 kilometres from the subject site; being a 30-minute walk and 5-minute car ride.
2. A GO Train Station Hub is proposed to be located North of King Street and east of Humber Station Road – approximately 1.25km from subject site; being a 5-minute car ride. The proposed station will accommodate ~500 parking spaces, station platform, bus loops and will run on the proposed GO 2020 transit expansion rail line.

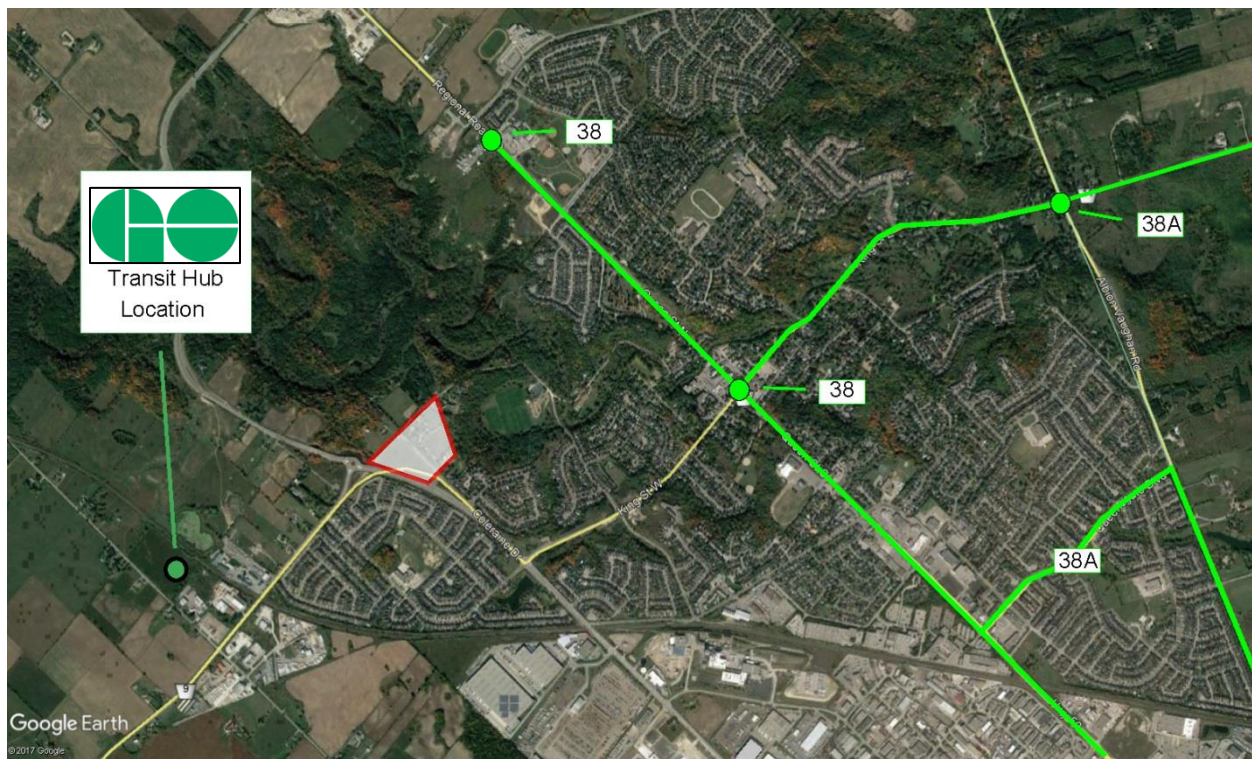


Figure 8 - GO Bus Route Map

7.3. **Analysis & Conclusion**

7.3.1 Demographics and Built Form

Similar to Caledon as a whole, the study area is dominated by families and single detached dwellings. As such, the provision of townhouse units will further diversify the building stock in Bolton and provide a more cost-effective built form to attract/retain young

professionals in the Bolton Rural Service Centre, which will be further aided by the Subject Land's proximity to the new GO station.

8.3.2 Retail and Commercial Services

Downtown Bolton, at the intersection of King Street and Queen Street, represents the closest cluster of retail and commercial services in relation to the Subject Lands. This area includes several restaurants, personal service shops, banks, convenience stores, medical services, offices and places of worship.

As such development of the Subject Lands will further support intensification of the retail and commercial services in Downtown Bolton, which can be reached by car in approximately 5 minutes and by walk in approximately 30 minutes.

7.3.3 Education and Recreation Infrastructure

The population of the Study Area is younger than Caledon as a whole as demonstrated by the significant difference in median age between the selected Census Tracts and Caledon as a whole. Both the Study Area and town of Celadon share similar statistics in terms of census families and average number of children per census family. As such, there are many community facilities in the vicinity of the Subject Lands which cater specifically to families; being large recreational open space parks and community centres. The Subject Lands are within walking distance of several parks, inclusive of Edelweiss Park, Jack Garratt Soccer Park, and Adam Wallace Memorial Park. As such, there would appear to be a significant amount of existing community infrastructure in the vicinity of the Subject Lands which would be utilized by future inhabitants.

Of particular note are school facilities, which are currently operating at near full capacity and the PDSB notes that most schools appear to be above capacity in the year 2026. These schools serve the entire Bolton area, therefore would appear that expansion of educational infrastructure will be required regardless of which expansion area is selected. As noted above, the schools in closest proximity to the subject site are James Bolton Public School, St. Nicholas Elementary School, Humberview Secondary School and St. Michael Catholic Secondary School.

8.3.4 Transportation Infrastructure

The town of Caledon has recently completed a joint study with the Regional Municipality of Peel to develop a Transportation Master plan (TMP) for the community of Bolton. The purpose of the TMP is to address transportation concerns and support planning goals for the short, medium and long term within the study area. The TMP was approved both by

the Caledon Council and the Peel Regional Council on September 24, 2015 and is currently implementing programs and projects to build stronger transportation infrastructure.

In terms of the Subject Lands, the Transportation Master Plan is proposing a potential GO Train Station within the Bolton Residential Expansion Area approximately 1.0km from the Subject Lands. The TMP is also proposing a potential expansion of neighbouring transit services such as Brampton and York Region transit into the Bolton. The GO Bus service is also being expanded throughout areas in Bolton which includes the Subject Lands. Redevelopment of the site will further support and make better use of the proposed improvements via the Transportation Mater Plan.

8.3.5 Conclusion

There is a more than adequate supply of community facilities in the study area from transportation and recreation perspectives. These community facilities can accommodate the proposed development, and as noted above, the proposed development will help make better use of these existing facilities.

8.0 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 Plan of Subdivision proposed on the Subject Lands in accordance with the Region's Healthy Development Framework. The Healthy Development Assessment Chart has been completed and submitted with the planning applications. An overall score of 36 out of 50 has been achieved which represents 72%, and considered to be a Silver Score.

9.0 Conclusion

The settlement boundary expansion implemented by ROPA 30 represents a final element of a staged integrated process undertaken by the Region and the Town to implement provincial policy and accommodate planned growth to 2031 through a comprehensive review of the ROP and the Town Official Plan. Through this process, and through the subsequent LPAT appeal, the Subject Lands have now been brought into the Bolton Residential Settlement Area Boundary through ROPA 30 as revised, approved and in-effect November 30,2020.

As outlined in this Report, the proposal represents an opportunity for residential development located in a Settlement Area in the Town of Caledon that conforms to the

policies of the Growth Plan and is consistent with the Provincial Policy Statement. It also supports the implementation of the growth management policies contained in the Peel Region Official Plan as well as the vision, goals and objectives of the Town of Caledon Official Plan.

The subject development focuses development on a vacant and underutilized parcel that is located within an existing *Settlement Area* and *Designated Greenfield Area* in the Town of Caledon. The Subject Lands are ideally located on the periphery of the existing urban area, with direct access to municipal services and systems with planned capacity. Further, the overall development is consistent with the policies of the PPS and is consistent with provincial policies as it will build upon the range of housing options and mix of unit types in order to sustain healthy and resilient communities and supports the achievement of 'complete' communities. It will contribute to the achievement of the minimum Greenfield target of 50 residents/jobs combined per hectare to be measured across the Region of Peel.

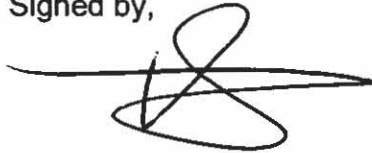
The proposed development supports the implementation of the policies of the PROP as it provides for population growth in the Region and in a Rural Service Centre which is intended to be the focus of future planned growth. The proposal supports the development criteria of Rural Service Centres as it establishes uses that will continue to support anticipated population growth and addresses the demand for more compact built forms in key areas in proximity to major transit infrastructure, including the future planned Bolton GO rail station. The development will assist the Region in achieving its prescribed minimum greenfield density targets of 42 residents and jobs combined per hectares and will contribute to the diversification of housing stock in order to continue to support the changing needs of current and future residents.

Lastly, the proposed development supports Caledon's overall growth management strategy as it consistent with the role and planned function of the Bolton Rural Service Centres which is intended to be developed with a range and mix of urban uses and contain the highest densities. The proposed development implements the Town's objectives for Settlement Areas as it proposes a permitted use and built form in keeping with the surrounding area and local context. The proposed development is considered an appropriate form of development within the Bolton Rural Service Centre and is similar to, and is generally consistent with, the intensity and type of residential uses contemplated for this area. The proposal maintains the local character, promotes a sense of place for the residents, and establishes a high-quality built form that creates attractive and vibrant streetscapes. The development will have no negative impacts on natural heritage features or functions within or beyond the development footprint and it is supported by an adequate supply of community facilities including transportation, schools, parks and other

recreational opportunities. The proposed amendments are supported by a number of technical studies that justify the type, scale and intensity of the development proposed for the site.

Based on the above, it is our professional planning opinion that the proposed development represents good planning, achieves conformity and consistency with applicable policy regimes and should proceed through the planning approvals process as prescribed by the *Planning Act*.

Signed by,

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Rosemarie Humphries, MCIP, RPP, BA (Hons)
President