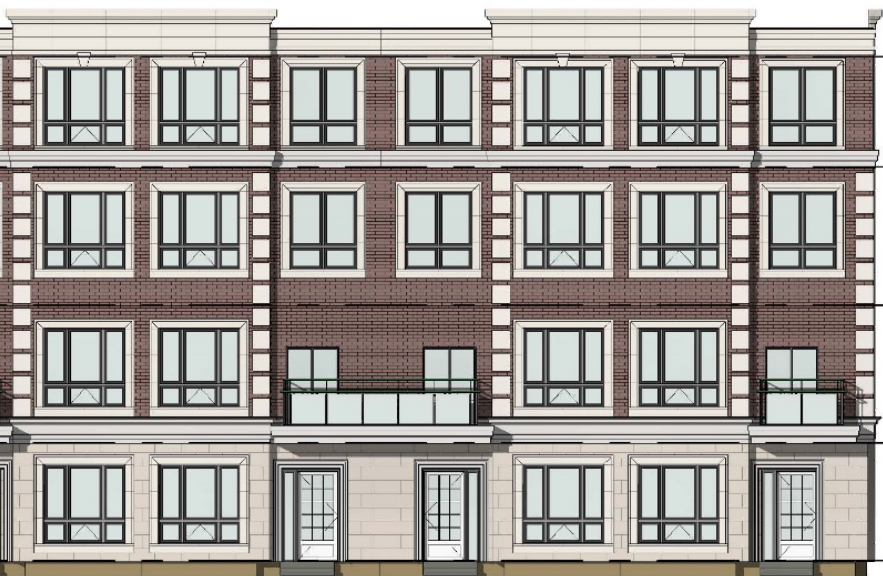


FOTENN

336 KING STREET EAST, BOLTON, TOWN OF CALEDON





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1.0 INTRODUCTION

Fotenn Consultants Inc. has been engaged by 336 Kings Ridge Inc. to prepare a Planning Justification Report for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Draft Plan of Condominium applications to facilitate the redevelopment of their lands for sixteen townhouse units. Our client's lands are municipally known as 336 King Street in the Town of Caledon and are located on the south side of King Street east, west of Farmers Lane. The subject property has approximately 46 metres of frontage onto King Street east and has a total lot area of approximately 0.62 hectares (1.53 acres) (refer to Figure 1). The subject property is zoned Rural Residential Zone (RR) and Environmental Policy Area 1 Zone (EPA 1) under Zoning By-law 2006-50, as amended, and is designated Low Density Residential and Environmental Policy Area under the Town of Caledon Official Plan (November 2016 Consolidation).

As part of the preparation for the applications, a site visit with Toronto and Region Conservation Authority ("TRCA") was held on January 25, 2018 to stake the top of the bank associated with the Humber River at the rear of the property. Further, a Development Application Review Team (DART) meeting with Town staff was held on March 29, 2018 to determine complete application submission requirements and to receive preliminary comments from the Town, Region of Peel and the TRCA. The submission of these applications have been made in accordance with the complete submission requirements provided by the Town on March 29, 2018.

The purpose of this report is to assess the appropriateness and planning merits of the applications required to facilitate the proposed development.



Figure 1: Subject Property

2.0 SURROUNDING AREA AND SITE CONTEXT

The subject property is municipally known as 336 King Street and located in the community of Bolton, the largest Rural Service Centre of the Town of Caledon. The subject property is legally described as Part of Lot 8, Concession 7 (ALB). The property currently contains a single detached dwelling, vegetation and a portion of the Humber River traverses the southern limit of the property.

The surrounding area comprises of the following:

North: Low density residential neighborhood generally comprising of two-storey single detached dwellings.

South: Humber River and its associated valleyland and vegetation.

East: Existing two-storey single detached dwellings along Farmers Lane.

West: Existing two-storey single detached dwellings along King Street east.

The subject property is well serviced with community amenities including parks, trails, schools, commercial uses and transit (refer to Figure 2). The subject property is immediately accessible by public transit with the GO bus route #38 stopping less than 100 metres away which provides access to the Bolton Core and the Yorkdale Bus Terminal in North York. Access to the Go Bus provides opportunities for residents to connect to regional transit including City of Toronto TTC and other Go Train services. The subject property is also within walking distance (less than 500 m) of the Humber Valley Heritage Trail to the southwest and Keith McCreary Park to the north which provide recreation opportunities for the proposed development. The subject property is also approximately 750 m from the Bolton Core to the southwest where there is a concentration of commercial and restaurant uses. Further, there are two existing schools, Humberview Secondary School and James Bolton Public School, to the west that are approximately 1 km from the subject property.



Figure 2: Site Context

3.0 PROPOSED DEVELOPMENT

The proposed development includes sixteen residential townhouse units within of two townhouse blocks containing eight units in each (refer to Figure 3). The townhouses are proposed to be 4 storeys in height and 13.3 metres high.

The two townhouse buildings are arranged perpendicular to King Street east and are connected by a private common element road. The proposed townhouse units will front onto the private common element road with the side yard of the two end units facing King Street east. The townhouse units are proposed with a reduced setbacks to King Street east typical of a more urban environment and streetscape. The townhouse units abutting King Street East are articulated with different building materials to provide a well-suited side elevation to the street. The orientation of the two end units at the street appear as two units at the street emulating the appearance of two single detached units abutting the street. Further, a number of deciduous trees are proposed along the King Street east frontage to provide an inviting appearance along the street. The proposed design along King Street east provides for a compatible interface with the surrounding residential area.

The access onto King Street East is right-in/right-out. The private common element road provides direct vehicular and pedestrian access to King Street East and the abutting sidewalk. Each townhouse unit will contain a total of two parking spaces, one in the driveway and one within the garage. Three visitor parking spaces are provided at the end of the common element road as well as a garbage truck turn around.

The townhouse blocks contain their amenity space (back yard areas) in the rear of the units abutting both the east and west property boundaries. These rear yards are approximately 5 metres deep which is generally representative of an intensified, compact built form. At the east property boundary, a rear to rear yard relationship is proposed with the property to the east which contains an existing single detached residential dwelling that fronts onto Farmers Lane. In combination with the rear to rear yard orientation, the proposed development intends to protect the existing trees and provide a privacy fence along the eastern property boundary to provide a compatible relationship with the existing dwelling. With regards to the western boundary, the rear yards of the proposed townhouses abut the side yard of the existing single detached dwelling which fronts onto King Street E. The dwelling to the west has a larger side yard setback and with the retention of the existing trees along the property line impacts from the proposed development is minimal. Further, the adjacent property to the west has redevelopment potential for an intensified form of development similar to the proposed development.

The proposed development also provides for the protection of the Humber River which traverses the rear of the property. As per the site visit with TRCA, the proposed development is located outside of the staked top of bank and associated 10 metre buffer. These environmentally significant lands will be appropriately zoned for their long-term protection.

CONCEPT SITE PLAN 336 KINGS RIDGE INC.

PROPOSED RESIDENTIAL DEVELOPMENT | 336 KING STREET EAST, BOLTON, ONTARIO

PROJECT NO. 18-018-10
October 4, 2018
SCALE 1:250

16 TOWNHOUSE UNITS

TYPICAL UNIT AREA = 2,014 FT²
TOTAL GFA = 30,210 FT²

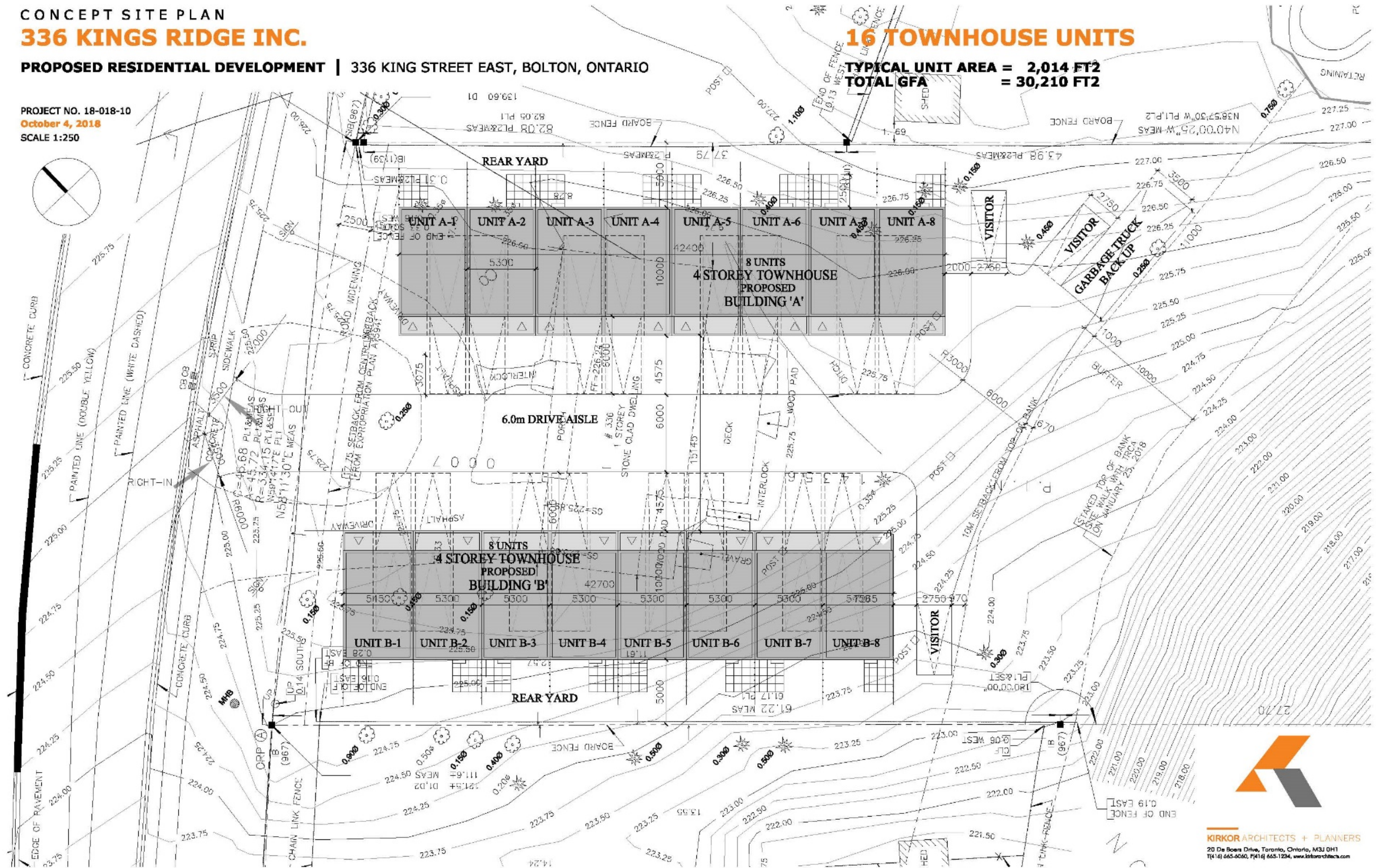


Figure 3: Site Plan



4.0 APPLICATIONS

The applications required to facilitate the proposed development include:

- / Official Plan Amendment
- / Zoning By-law Amendment
- / Plan of Subdivision
- / Draft Plan of Condominium
- / Site Plan Control Application
- / Future Part Lot Control Application

Official Plan Amendment (OPA): The OPA seeks to redesignate the subject lands from Low Density Residential to High Density Residential. Further, the OPA proposes site-specific policies for the subject lands, which describe the form of development and density. A copy of the OPA can be found in Appendix A.

Zoning By-law Amendment: The Zoning By-law Amendment seeks to rezone the property under Zoning By-law 2006, as amended, from Rural Residential Zone (RR) to a site-specific Townhouse Residential (RT-XX) Zone to permit the proposed townhouse land use and provide for appropriate performance standards to accommodate the proposed development (refer to Appendix B). The proposed Zoning By-law Amendment seeks relief from the minimum lot area per dwelling unit, maximum building area, backyard amenity space, all setbacks, and increase the maximum building height to realize a more urban form of development. A detailed zoning table that identifies the relief required for the proposed site-specific RT zone is included in section 6.5 of this Planning Justification Report.

Draft Plan of Subdivision: The draft Plan of Subdivision is comprised of one residential block (0.25 hectares) for the proposed townhouses, a road widening block to be dedicated to the Region of Peel, a natural feature block, and a buffer block, which are intended to be dedicated to the TRCA for the long-term protection of the Humber River (refer to Appendix C).

Draft Plan of Condominium: The draft Plan of Condominium seeks to create the common element tenure for the private road and visitor parking (refer to Appendix D). A future Part Lot Control application will be submitted to create the individual parcels of tied land.

Site Plan Application: A Site Plan Control Application has been submitted concurrently with the above noted applications.

The Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan application will be processed concurrently.

5.0 SUPPORTING STUDIES

In addition to this Planning Justification Report, the following materials are being submitted in support of the draft Plan of Subdivision, draft Plan of Condominium, as well as Official Plan and Zoning By-law Amendment applications:

The following is a summary of the supporting reports in accordance with the requirements of the DART meeting.

Archaeological Assessment:

The Stage 1-2 Archaeological Assessment, prepared by AMICK Consultants Limited dated June 21, 2018, found no archeological resources on the subject property. The Assessment recommends that no further archaeological assessment of the study area is warranted, the Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed, and that the proposed undertaking is clear of any archaeological concern.

Environmental Impact Study:

The Environmental Impact Study prepared by Savanta Inc. dated October addresses the quality and extent of the natural heritage features found on, or adjacent to the subject lands as well as provides an assessment of potential impacts of the proposed redevelopment. The report makes the following conclusions:

- / The proposed development area on the subject lands (i.e. within the existing residential area) is highly altered as it is presently occupied by residents. The Humber River valleylands are naturalized and contain a number of natural heritage features including significant valleylands, unevaluated wetland, candidate SWH, potential habitat for Endangered and Threatened species and fish habitat.
- / The proposed development limit encroaches within two meters of the stable top of bank and 253m² of the development is within 10m of the stable top of bank. Encroachment within 10 m from the stable top of bank is not expected to have negative impacts on the existing natural heritage features associated with the valleylands. The proposed vegetation planting within the 10 m setback from the staked top of bank (in an area which currently consists of a manicured lawn) will achieve a net ecological gain for the subject lands and assist in preventing impacts on the valleylands.
- / Direct development associated with the proposed development will be limited, given that the proposed residential development will be limited to the disturbed tableland areas of the existing residential dwelling.
- / The development will be setback 10 m from the staked top of bank to avoid direct impacts on natural features in the valleylands.
- / Mitigation has been identified to prevent indirect negative effects during and post-construction.
- / Savanta concludes that the development of the subject lands can be completed without negative impact on the natural heritage features and associated functions.

Slope Stability Report:

The Slope Stability Report prepared by DS Consultants LTD. Dated August 9, 2018 determines the location of the long-term stable top of slope line for the ravine associated with the Humber River.

Functional Servicing and Stormwater Management Report:

The Functional Servicing and Stormwater Management Report, prepared by Aplin & Martin Consultants Ltd. Dated September 21, 2018. The report demonstrates that the proposed development can be sustained by the existing municipal infrastructure and makes the following conclusions and recommendations:

- / A 250mm diameter sanitary sewer will provide sanitary servicing for the proposed development.
- / Each townhouse will have a private 125mm diameter sanitary lateral connection coming off the sanitary mains.
- / Water supply will be provided by a proposed 150mm diameter watermain.
- / All townhouse units will have a private 50mm diameter water service connection and an internal water meter.
- / SWM quantity controls storage will be provided via 40 Stormtech chambers and a 75SCH-1 vertical flow regulator located at manhole D1.
- / SWM quality control is achieved by using a Jellyfish unit approved for 80% TSS removal.
- / SWM water balance and erosion control criteria is achieved via infiltration through the stone layer below the Stormtech chambers.

Geotechnical Report:

The Revised Report on Geotechnical Investigation prepared by DS Consultants Ltd dated June 6, 2018 provides recommendations related to roads, addressing stripping, sub-excavation and grading, construction, and drainage; as well as sewers, addressing trenching, bedding, and backfilling of trenches; in addition to engineered fill, foundation conditions, earth pressures, floor slab and permanent drainage, and excavation and groundwater control. Four Boreholes were drilled on site to a depth of 8.2m and samples were retrieved at regular intervals. Three monitoring wells of 50mm diameter were installed in boreholes for the long-term groundwater monitoring and environmental testing. Below the topsoil/pavement structure, native soil consisting of silty clay was found extending to depths of 4.6m to 6.1m and overlying silt deposit.

Noise Study:

The Environmental Noise Report prepared by Actinium Engineering Inc. dated July 18, 2018 identified that the major noise sources with the potential to affect the proposed residential development is vehicle traffic on nearby roads. The Report recommends units within 50 metres of the centreline of King Street require the provision for adding central air conditioning, warning clauses should be incorporated in development agreements and offers of purchase and sale, and a 2.2 m high acoustic fence is required adjacent to Units A-1 to A-3 and B-1 to B-3. The report concludes that with the incorporation of the required mitigation, all noise sensitive receptors within the development are predicted to comply with the applicable sound level limits.

Traffic Impact Study:

The Traffic Impact Study prepared by Traffic + Engineering Ltd. Dated August 2018 analyzed the proposed residential development and the surrounding road network to identify any improvements necessary to accommodate the added traffic. The scope of the Traffic Impact Study was discussed with the Region of Peel and agreed that the study would focus on estimating future trip generation of the proposed development during AM and PM peak hours and provide traffic assignments at the access driveway located along King Street East during each peak hour. The report makes the following conclusions:

- / The site access will be right-in/right-out.
- / The development is estimated to generate approximately 11 trips in the AM peak hour and 12 trips in the PM peak hour. Based on site trip generation during AM and PM peak hours, it can be concluded that the

added trips onto the adjacent road will be minimal and will not affect traffic operations along King Street East.

- / Field sight distances were measured from the approximate location of the proposed access driveway.
- / Sight stance on the left of the proposed access (looking West) along King Street East is equal to approximately 135 metres, whereas the minimum required sight distance is 177 metres. Sight distance on the right of the proposed access driveway (looking East) along King Street is found to equal to approximately 170 metres, whereas the minimum required sight distance is 140 metres.
- / Although the sight distance measured on the left of the access driveway is lesser than the required minimum distance set by MTO guideline, it is still acceptable as it exceeds the TAC distance. Further, MTO guideline was set for high traffic volume roadways which does not reflect King Street East.
- / The proposed development is anticipated to have very minimal impact on traffic operations within the study area.

6.0 REVIEW OF POLICY DOCUMENTS

6.1 The Provincial Policy Statement (2014)

The Provincial Policy Statement (“PPS”), 2014, provides policy direction on matters of provincial interest related to land use planning and development to enhance the quality of life for all Ontarians. The PPS also provides guidance with respect to building strong communities through the efficient use of land and resources while protecting the quality of the natural environment and public health and safety. The *Planning Act* requires that all decisions affecting land use planning matters to be consistent with the policy statements issued under the *Act*. This section provides a discussion of the relevant policies in the PPS (2014) applicable to the proposed development.

Section 1 of the PPS provides direction on building strong healthy communities. Section 1.1.1 of the PPS contains policies relating to the sustainability of healthy, livable and safe communities, and states:

“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 range and mix of residential (including second units, 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 cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.”*

The proposed development promotes an efficient form of development and land use pattern within the Settlement Area, adjacent to existing developments. The redevelopment of an underutilized parcel of land with a more compact form which efficiently utilizes existing municipal services (waste and wastewater) along King Street East minimizing servicing costs. The proposed development is in close proximity to existing community services such as commercial uses, nearby institutional uses and recreational trails and parks. The proposed townhouse development also contributes to providing a range and mix of residential unit types into the surrounding community which predominately consists of single detached units. The proposed townhouse development assists in offering housing options to various residents in Caledon.

The proposed development protects the environmental feature at the rear of the property and provides a 10 metre buffer to the feature. The environmental feature and 10 metre buffer will ultimately be dedicated to the TRCA for the long-term protection. As such, the proposed development provides a land use pattern which assists in promoting and protecting the natural environment which is consistent with the PPS.

The PPS also states:

“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 20 years. 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 and public service facilities beyond a 20-year time horizon.”

The proposed development assists in providing residential intensification within the Bolton Settlement Area which is consistent with the PPS. The proposed development also assists in providing a mix of housing choices to residents through the introduction of townhouses into the immediate area which will assist in meeting the projected needs of the community.

The subject property is located within the Bolton Settlement Area in the Town of Caledon. Section 1.1.3 of the PPS states:

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

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; and*
- 6. are freight-supportive; and*

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

The proposed development provides for growth and development within a Settlement Area which is consistent with the above noted policy of the PPS. The proposed development efficiently utilizes land providing for the redevelopment of an underutilized parcel of land with a more compact form of development. The proposed development will make use of existing municipal services (water and wastewater) along King Street as well as existing public service facilities including nearby parks, schools and trails. The proposed development will assist in promoting active transportation given its close proximity to existing trails as well as its proximity to the Bolton downtown area which offers commercial and dining options. Further, the proposed development is immediately located by the GO transit bus stop for route #38 providing transit options to the residents.

The PPS also states:

“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 proposed development is appropriately located in Bolton’s Rural Service Centre and is within the Delineated Built Up Area and 2021 Settlement Boundary. The proposed development promotes an efficient development and land use pattern by providing for the redevelopment of an underutilized parcel of land with a more compact form adjacent to existing development. The proposed development also making efficient use of existing infrastructure and public service facilities.

Section 1.4 of the PPS provides direction on the appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents, and states:

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

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements 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. 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 forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
 - 2. all forms of residential intensification, including second 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; and*
- e) 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 proposed townhouse development contributes to providing a mix of residential unit type into the surrounding community which is typically considered a more affordable product. The proposed development represents an appropriate form of residential intensification within the Bolton Settlement Area which makes efficient use of existing

infrastructure and public service facilities. The proposed development is well located with proximity to public transit, trails, schools and commercial and service uses such as restaurants, shops, salons and banks.

Section 1.6.6.2 promotes the preferred use of existing municipal sewage services and municipal water services for servicing intensification and redevelopment within settlement areas, and states:

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

The subject property is located in the Rural Service Centre of Bolton, which contains existing piped water and sewer services. Given the compact nature of the proposed development and the location of existing municipal services (waste and wastewater) along King Street East, the proposed development can be adequately serviced by existing infrastructure, minimizing the servicing costs. The Functional Servicing Report prepared by Aplin & Martin Consultants demonstrates that there is sufficient capacity in the existing water and wastewater services on King Street East to service the proposed development. As such, there are no adverse impacts to existing infrastructure.

Section 2 of the PPS provides direction on the protection of natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources. Section 2.1.1 provides direction on the protection of natural features and areas, and states:

“2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.”

The natural heritage feature and associated buffer will be dedicated to the Toronto Region and Conservation Authority for the long term protect of the feature.

The rear portion of the property is traversed by the Humber River. A site visit took place with the TRCA on January 25, 2018 and the top of bank was staked. In determining the limits of development, a 10 meter buffer to the staked top of bank has been applied. The proposed development is located outside of the natural heritage feature and the associated 10 metre buffer. A slope stability assessment was undertaken to determine the stable top of bank. The proposed development encroaches within 2 metres of the stable top of bank and 253 metres square of the development is located within 10 metres of the stable top of bank. The Environmental Impact Study prepared by Savanta states that “the proposed vegetation planting within the 10 metres setback from the staked top of bank (in an area with currently consists of manicured lawn) will achieve a net ecological gain for the subject lands and assist in preventing impacts on the valleylands.” Further, the report identified mitigation measures to prevent indirect negative effects during and post-construction. Savanta concludes that the proposed development can be completed without negative impact on the natural heritage features and associated functions.

Based on the discussion above, it is our opinion that the proposed development is consistent with the applicable policies of the Provincial Policy Statement, 2014 as it provides for development within a settlement area, assists in providing a mix and range of housing types, makes efficient use of existing services and provides for the long-term protection and enhancement of the natural environment.

6.2 The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (2017), hereafter referred to as “the Growth Plan”, together with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan, builds on the Provincial Policy Statement (PPS) to provide a long-term land use planning framework for where and how the region and its municipalities will grow. The Growth Plan encourages the creation of complete community that supports economic prosperity, protects the environment, and helps achieve a high quality of life.

The Growth Plan states in Section 2.2.1.2:

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

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

The Growth Plan directs that the majority of growth shall occur within settlement areas and particularly within delineated built-up-area. The subject lands are located within the Bolton Settlement Area within the delineated built boundary. Further, the proposed development assists in creating a complete community through the development of an underutilized parcel of land that makes efficient use of existing services and provides for a mix of housing types into the surrounding community that is in close proximity to shops, restaurants and services within the Bolton Core. Section 2.2.2 of the Growth Plan contains policies related to the delineated built-up-areas and states:

“2.2.2.1 By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.

2.2.2.2 By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single tier municipality will be within the delineated built-up area.

2.2.2.3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.”

The proposed development is within Caledon's delineated built-up area of Bolton and will assist in achieving the Town's current intensification target as outlined in the Town's in effect Official Plan.

Section 2.2.6 of the Growth Plan provides direction on housing and the creation of complete communities, and states:

"2.2.6.3. 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.

2.2.6.4. 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."

The proposed development provides for intensification on an underutilized parcel of land offering a different housing products to the surrounding area to accommodate a range of household sizes and incomes increasing the mix of unit types to the community. Further, servicing capacity exists in the municipal infrastructure services to support the intensification of the subject property.

Section 4.2.2 of the Growth Plan contains policies related to the protection of Natural Heritage System. The Growth Plan identifies that development and site alteration within the natural heritage system will demonstrate that there are no negative impacts to the function of the natural heritage system (section 4.2.2.3). The proposed development is located outside of the natural heritage system associated with the Humber River at the rear of the property. A 10 metre buffer to the staked top of bank is proposed to protect the natural features within the significant valleyland. Enhancements within the setback area with vegetation will achieve a net ecological gain and assist in preventing impacts on the valleyland. The EIS prepare by Savanta demonstrates that the proposed can be completed without negative impact on the natural heritage features and associated functions.

Based on the discussion above, it is our opinion that the proposed development conforms to the applicable policies of the Growth Plan for the Greater Golden Horseshoe.

6.3 Region of Peel Official Plan (December 2016 Consolidation)

The Region of Peel Official Plan (December 2016 Consolidation) provides a long-term regional policy framework for guiding growth and development in Peel. The Plan also provides guidance with respect to protecting the environment, managing resources, and maintaining infrastructure (e.g., roads, water and wastewater). Further, the Plan interprets and applies Provincial legislation and polices to a Regional context.

According to the Region of Peel Official Plan ("ROP"), the subject property is located in the Bolton Rural Service Centre (Schedule D - Regional Structure) and fronts onto King Street East, which is identified as a Major Road (Schedule E – Major Road Network) and Regional Road (Schedule F – Regional Road Mid-Block Right-of-Way Requirements). It is also in the Built-up Area (Schedule D4 – The Growth Plan Policy Areas in Peel) and includes a portion of the Humber River that is a River Valley Connection Outside the Greenbelt (Schedule D3 - Greenbelt Plan Area Land Use Designations).

Section 2 of the Region of Peel Official Plan provides direction on ensuring a healthy, resilient and self-sustaining natural environment within Peel Region. Similarly, Section 3 of the Region of Peel Official Plan provides direction on protecting, managing and utilizing the resources of Peel in an efficient manner that conserves and protects environmental features and functions.

The proposed development is located outside of the area identified as a river valley connection. Further, a 10-metre buffer has been applied to the staked top of the bank to provide protection to the abutting natural system. It is the intent of the proposed draft Plan of Subdivision to dedicate Block 3 to the Toronto Region Conservation Authority (TRCA) in order to provide enhanced protection to the natural heritage feature associated with the Humber River. As noted previously, the EIS prepared by Savanta demonstrates that the proposed development can be completed without negative impact on the environmental feature.

Section 5 of the Region of Peel Official Plan provides direction on creating healthy complete communities with a wide range and mix of housing, employment, and recreational and cultural activities, a multi-modal transportation system, and the efficient use of land, public services, finances and infrastructure that respects the natural environment, hazards and resources, and the characteristics of existing communities. Section 5.4.2.2 and 5.4.3.2.1 are applicable to the proposed development, and state:

“5.4.2.2 Direct growth within the Rural System generally to the three Rural Service Centres and the Palgrave Estate Residential Community, as shown on Schedule D, and to other rural settlements as designated in the applicable area municipal official plans, the Niagara Escarpment Plan and the Greenbelt Plan.

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.”

The proposed development is located within the Bolton Rural Service Area, one of three Rural Service Centres where growth is directed. The proposed townhouse units will contribute to providing a range and mix of residential land uses in the Bolton Rural Service Centre.

The Region of Peel Official Plan also states:

“5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.

5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area.

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

*City of Brampton: 26,500 units;
Town of Caledon: 1,500 units; and
City of Mississauga: 52,000 units.”*

The proposed development is located within the Delineated Built Up Area where new growth is directed through intensification by the ROP. The proposed development contributes to the Region achieving their minimum intensification target for residential development annually within the built-up area.

The ROP in Section 5.9.10.2.4 states, *“Encourage the area municipalities to promote land uses which foster and support the use of active transportation.”* The proposed development is adjacent to the existing sidewalk abutting

King Street East to allow for opportunities for active transportation. The proposed development is also located within walking distance to Humber Valley Heritage Trail and Keith McCreary Park, thus fostering and supporting the use of active transportation.

Section 6 of the Region of Peel Official Plan provides direction on ensuring that services, service levels and service delivery are consistent with public needs and financial realities. The proposed development will be on full municipal services. The FSR/SWM prepared by Aplin & Martin Consultants LTD. demonstrates that there is sufficient capacity in the existing water and wastewater services on King Street East to service the proposed development. As such the proposed development will make efficient use of existing infrastructure.

Based on the discussion above, it is our opinion that the proposed development is in conformity to the Region of Peel Official Plan. As such, an amendment to the Region of Peel Official Plan is not required to facilitate development of the property with the townhouse proposal.

6.4 Town of Caledon Official Plan (November 2016 Consolidation)

The Town of Caledon Official Plan (“OP”) (November 2016 Consolidation) guides future land use and development within the Town of Caledon. The subject property is located within the Bolton Rural Service Centre (Schedule A1) and the 2021 Settlement Boundary as per Schedule C – Bolton Land Use. Further, the subject property designated Low Density Residential and Environmental Policy Area on Schedule C (refer to Figure 4).

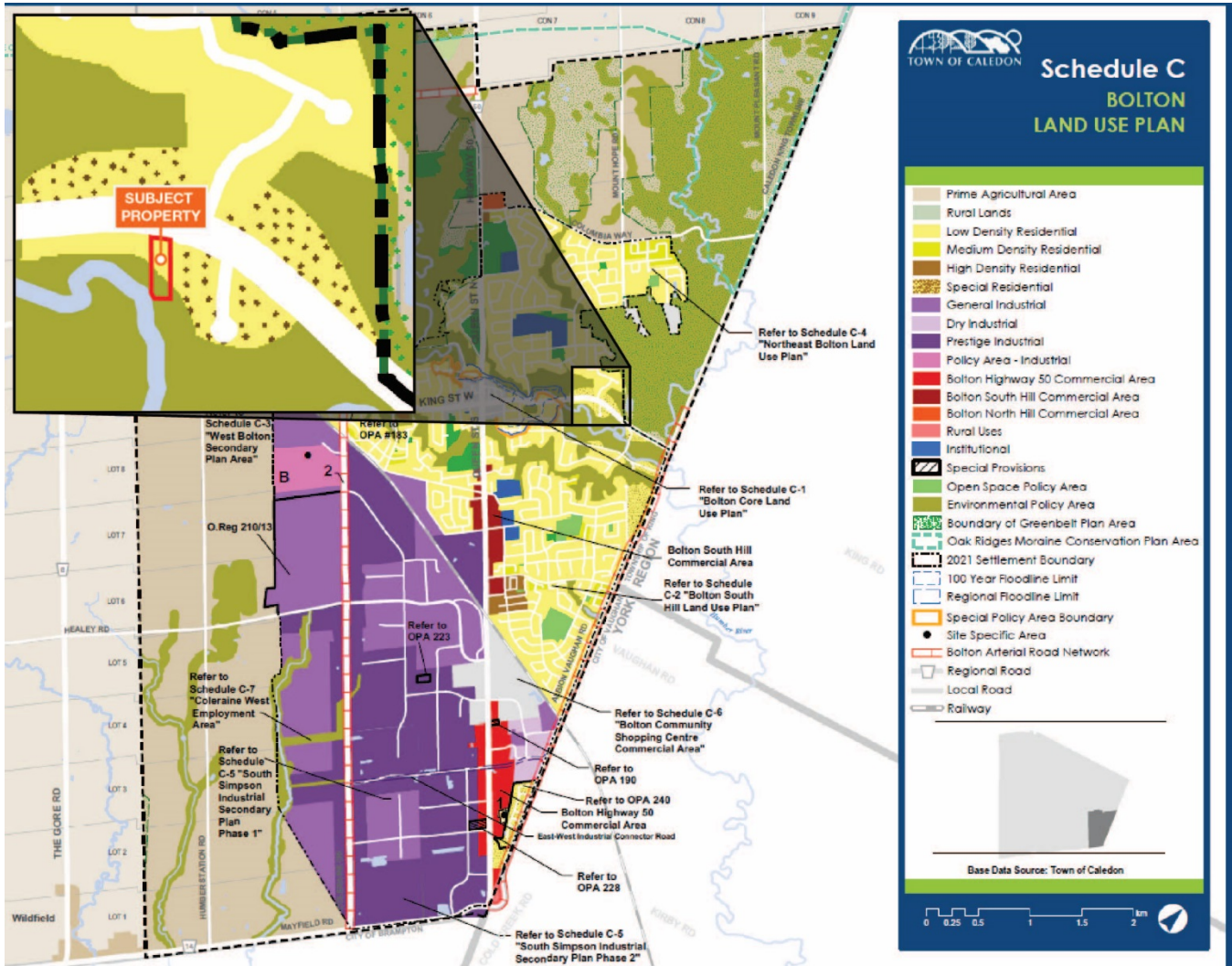


Figure 4: Land Use

Section 3.2 of the OP outlines an ecosystem planning strategy to guide the land use decision-making process, protect and steward ecosystems and enhance and restore ecosystems. Section 3.2.4.6 is applicable to the proposed development and states:

“3.2.4.6 All development proposals within, containing and adjacent to EPA shall be required to conduct appropriate environmental studies/investigations, up to, and including an EIS and MP, in accordance with the provisions of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.”

The subject property is designated EPA at the rear of the property and the proposed development is located outside of the EPA designation. The proposed residential development will be limited to the disturbed tableland areas of the existing residential dwelling. A 10-metre buffer has been applied to the staked top of the bank to provide protection to the abutting natural system. The EIS prepared by Savanta, concludes that the proposed development can be completed without negative impact on the natural heritage features and associated functions. Further, the EIS states that a net ecological gain is achieved through enhanced plantings within the 10 metre buffer which is currently a manicured lawn.

Section 3.5 of the OP contains objectives and policies related to housing and encourages the development of a diverse mix of housing types, tenure and residential intensification built up areas with sufficient infrastructure and community services. The OP states:

“3.5.2.2 To encourage all forms of residential intensification in parts of built up areas that have sufficient existing or planned infrastructure and community services.

3.5.3.5.1 A full range of housing types and densities will be planned as an integral part of each Rural Service Centre.”

The proposed development is appropriately located in the Bolton Rural Service Centre, Delineated Built Up Area, and 2021 Settlement Boundary where residential intensification is encouraged by the Town's OP. The proposed development utilizes existing infrastructure and community services including existing water and wastewater services within King Street, existing nearby schools, parks, trails and commercial uses. The proposed townhouse development assists in providing a range of housing types and densities into the surrounding community.

Section 4.1 of the OP provides direction on the allocation of growth according to an established hierarchy of settlements in Caledon. Section 4.1.1.3.1 identifies that Rural Services Centres are to be the primary growth areas within the Town. The subject property is located within the Bolton Rural Service Centre where growth is encouraged.

Section 4.2 of the OP provides direction on the management of growth to ensure intensification occurs in an appropriate manner according to the established hierarchy of settlements in Caledon. Section 4.2.1.3.1 is applicable to the proposed development and states:

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

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

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

The proposed development is located within the Delineated Built Up Area as per Figure 1 of the Official Plan, which supports residential intensification within appropriate areas as identified by the Town. The proposed townhouse development also contributes to the Town achieving their minimum amount of residential development within the built-up area.

Section 5.7 of the OP contains policies related to the Environmental Policy Area (“EPA”) and provides direction on the protection, maintenance, enhancement and restoration of ecosystems and states:

“5.7.3.1.2 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. Detailed policies with respect to each of these permitted uses are provided in Sections 5.7.3.2 to 5.7.3.7 inclusive. Within the ORMCPA or the Greenbelt Protected Countryside designation, permitted uses are also subject to the provisions of Sections 7.10 and 7.13, as applicable. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the PPS and Provincial Plans.

5.7.3.1.6 Lands designated EPA are not to be damaged or destroyed, unless as a result of an approved permitted use pursuant to Section 5.7.3.1.2 above, and, within the ORMCPA, pursuant to Section 7.10 and within the Greenbelt Protected Countryside designation, pursuant to Section 7.13. In the event that EPA is damaged or destroyed without required approvals, there shall be no adjustment to the boundary or redesignation of these areas, and the Town and Region of Peel will require replacement or rehabilitation of the affected ecosystem features, functions and/or landforms.

5.7.3.1.8 In order to facilitate environmental conservation and management, the Town generally discourages fragmentation of ownership of EPA lands and shall strive, through the planning process, to ensure that EPA lands are retained in larger privately or publicly owned blocks.

5.7.3.7.1 Proposed new development adjacent to EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies.”

The proposed development is located adjacent to and outside the EPA designation. No development is proposed within the EPA and a 10-metre buffer has been applied to the staked top of the bank to provide protection to the abutting natural system. As required by the Official Plan policies, an EIS has been prepared and submitted as part of the development applications. The EIS prepared by Savanta dated XX, concludes that the proposed development can be completed without negative impact on the natural heritage features and associated functions. Further, the EIS states that a net ecological gain is achieved through enhanced plantings within the 10 metre buffer which is currently a manicured lawn. It is the intent of the proposed draft Plan of Subdivision to dedicate Block 3 to the Toronto Region Conservation Authority (TRCA) in order to provide enhanced protection to the natural heritage feature associated with the Humber River.

Section 5.10 of the OP contains policies related to Settlements within the Town. The following policies are applicable to the proposed development:

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

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

5.10.3.14 Residential intensification will generally be permitted in settlements where:

- a) The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community;*
- b) The existing and planned services in the community can support the additional households; and,*
- c) The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.*

The proposed development is appropriately located within a settlement area and represents the orderly development of an underutilized parcel within the built-up area of the Town where residential intensification is encouraged. The FSR/SWM demonstrates that there is sufficient capacity in existing water and wastewater services to accommodate the proposed development.

Given the locational attributes of the subject property, along an arterial road and in close proximity to the Bolton downtown core, intensification is appropriate in this location. The proposed development contains a density of 64 units per net residential hectare (16 units/ 0.25 net residential hectare). Although the proposed density is higher than the surrounding neighbourhood, appropriate setbacks, landscaping and built form have been utilized to provide a compatible relationship with the surrounding community.

It is important to note that compatibility does not necessarily mean the same form of development and as previously noted the locational attributes of the subject property lends itself as a prime site for intensification. The townhouse development provides for a grade related built form with appropriate setbacks, landscaping and massing to balance the objectives of intensification while providing a design that is compatible to the surrounding community.

The surrounding community predominantly consists of single detached dwelling which front onto local streets. Dwellings with frontage along the arterial road of King Street have potential to redevelop in a compatible nature to the surrounding single detached community to achieve the Town's intensification objectives. The orientation of the proposed development minimizes the appearance of the proposed development on the street by providing a pattern of development along the street that is reminiscent of two single detached dwellings. The width of the property abutting King Street is divided by the private common element road and on either side of the private common element road is approximately 20 metres wide. The end units on either side of the private common element road appear as two units to the street with the remainder of the townhouses located interior to the site. This pattern of development facing the street provides a compatible interface to the streetscape and the surrounding community.

Further, the reduced setbacks proposed are typical of a more compact built form. The rear yard to rear yard relationship to the east is being provided and the preservation of the existing trees and the wood fence assists in maintain privacy to the adjacent lot. The rear yard to side yard relationship to the west is typical in subdivisions and given the setback of the adjacent dwelling and the preservation of the trees and the wood fence, the impact to the adjacent property is minimal. As mentioned above, where possible, existing trees are being preserved to maintain the current tree cover and privacy. The preservation of the existing trees and the wood privacy fence along the property line assists in providing screening of the proposed development as well as provides for privacy to the existing dwellings and the proposed townhouses.

The four storey proposed townhouse dwellings are proposed to have a height of approximately 13.3 metres. The height of the townhouses is slightly higher than the maximum permitted height (10.5 m) in the adjacent zones.

Given the flat roof design, the massing is similar to a contemporary single detached unit with a peaked roof. The existing trees along the property line are also being maintained and enhancements to landscaping are being proposed to provide appropriate measures to screen the proposed built form to the immediately adjacent dwellings. It is our opinion that the proposed development provides a compatible form of residential intensification to the surrounding community.

The Rural Service Centre policies for Bolton state:

“5.10.4.5.2.8 Housing development proposed on undeveloped or underdeveloped lands within the Rural Service Centres of Mayfield West and Bolton, including residential intensification proposals, will be considered in the context of 5.10.3.27.8 a) and b).”

The townhouse development is being proposed on underdeveloped lands located within the Rural Service Centre of Bolton and as per Section 5.10.4.5.2.8 of the Town’s OP, and as such the following policies are applicable even though the subject property is not located within a ‘Residential Policy Area’:

“5.10.3.27.8 Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This 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
Low	up to 30 units/net hectare	Detached Multiples
Medium	30-44 units/net hectare	Detached Multiples
High	45-87 units/net hectare	Multiples Apartments

Development will provide for a mix of housing types within the Rural Service Centre of Caledon East, based on Low Density development consisting of detached and multiple housing at a net density of up to 16.6 units/net hectare, Medium Density development at a net density of 19-30 units/hectare and apartments permitted as part of mixed-use development.

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 subject property is designated 'Low Density Residential'. However, based on the location criteria noted above, the subject is more appropriately categorized as a High Density development. The subject property is located on King Street, which is an arterial road and is located in close proximity to commercial and institutional uses as well as close to parks, trails and open space. As such the proposed Official Plan Amendment redesignates the subject property from 'Low Density Residential' to 'High Density Residential' in order to facilitate development of sixteen townhouses on the subject property. The proposed development contains a density of 64 unit per net residential hectare which is consistent with the High Density category in the Official Plan. Further, the townhouse housing type is permitted in the High Density category which permits multiples and apartments.

Based on the discussion above the proposed grade related built form, landscaping and setbacks are compatible to the surrounding community character. The proposed townhouse development is an appropriate form of intensification located along an arterial road and assists in achieving the Town's intensification targets. It is our opinion that the overall intent of the Official Plan is maintained and that an Official Plan Amendment is required to redesignate the subject lands from 'Low Density Residential' to High Density Residential' in order to facilitate the proposed intensification of the subject lands.

6.5 Zoning By-law 2006-50

The subject property is currently zoned Rural Residential (RR) and Environmental Policy Area 1 (EPA 1) under the *Town of Caledon's Zoning By-law 2006-50* (Refer to Figure 5). The proposed Zoning By-law Amendment is required to rezone the Rural Residential (RR) portion of the property to a site-specific Residential Townhouse (RT-XX) zone.

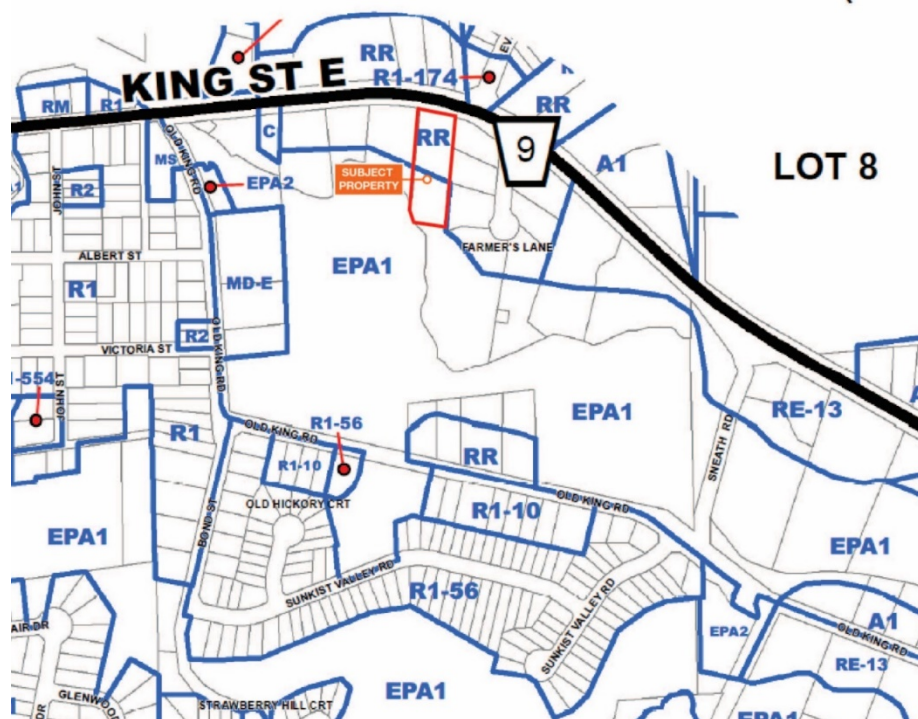


Figure 5: Zoning

The proposed Zoning By-law Amendment relief seeks to reduce the minimum lot area per dwelling unit, maximum building area, backyard amenity space, and setbacks, and increase the maximum building height to realize a more urban form of development.

The following zoning table identifies the relief required for the proposed site-specific RT zone:

Provision	Requirement	Proposed	Compliance
4.3 Access Regulations	4.3.1 Notwithstanding any other provision in this By-law, no building or structure shall be erected on a lot that does not have frontage and access to a public street or on a private street.	The proposed townhouses have frontage on a private street through the common element private road.	Yes
	4.3.2 The maximum number of entrances per Residential lot shall be 2.	The proposed townhouses will have one entrance per lot. It is intended that the residential dwelling units will each have their own lot following applications for exemption from part lot control.	Yes
	4.3.5 The maximum entrance width shall be 12.5 metres.	The proposed townhouses gain access to King Street East by way of a 6.0 m drive aisle.	Yes
	4.3.6 The minimum entrance widths for Institutional, Commercial and Industrial zones shall be 9 metres for a two-way entrance and 6 metres for a one-way entrance and for all other zones the minimum width shall be 3 metres.	The proposed townhouses gain access to King Street East by way of a 6.0 m drive aisle.	Yes
4.8 Dwelling Units per Lot	No more than one dwelling shall be permitted per lot.	It is anticipated that a Part Lot Control Exemption and Reference Plan will be used to create a lot for each dwelling unit.	Yes
4.25 Permitted Encroachments	Balconies or decks more than 0.6 m in height above grade are permitted a maximum distance of 2 m into a required yard.	Each townhouse dwelling unit is proposed with a rear yard deck more than 0.6 m in height above grade that encroaches into the required rear yard by no more than 2m.	No
5.2.2 – Number of Parking Spaces	Dwelling, Townhouse - 2 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitors on	The proposed townhouses will have 2 parking spaces per dwelling unit and three visitor parking spaces.	No

	<p>a lot with four or more dwelling units.</p> <p>= 2 parking spaces per dwelling unit = 32 total parking spaces and 4 visitor parking spaces.</p>		
5.2.6 Barrier-Free Parking	<p>SCHEDULE "K" TO BY-LAW BL-2015-058</p> <p>1 to 12 Required Parking Spaces (for townhouses, consider the 3 visitor parking spaces only) = 1 Type A Designated Accessible Space</p> <p>Type A = length 6 m x width 3.4 m x clearance 3 m</p> <p>Designated accessible parking spaces shall include an accessible aisle, on each side of an accessible parking space, with a minimum width of 1.5 metres and length of 6 metres.</p> <p>Designated accessible parking spaces shall be located in close proximity to the primary entrance(s) to a building, and shall have direct access to the entrance(s) by a minimum 1.5 metres wide unobstructed sidewalk or access route</p>	1 barrier-free visitor parking will be provided.	Yes
5.2.12 Size of Parking Spaces	a) Where parking spaces are provided in a surface parking area, each parking	Surface parking spaces (i.e., visitor parking) – 2.75 m x 6.0 m	Yes

	space shall have width of not less than 2.75 metres and length of not less than 6.0 metres, with the exception of a barrier-free parking space which shall have a width and a length which complies with the Town's barrier-free parking requirements.		
	b) Where parking spaces are provided in an enclosed or underground parking garage, such parking spaces shall have width of not less than 2.6 metres and length of not less than 5.8 metres.	Enclosed garage parking (i.e., dwelling unit parking) – 2.75 m x 6.0 m	Yes
Or 5.2.15 Width of Driveways Accessing Individual Residential Dwellings	i) In no case shall the width of an individual driveway accessing a single detached, semi-detached, linked or townhouse dwelling exceed the following at its widest point: - for semi-detached, link and townhouse dwellings, a maximum width of 5.2 metres.	Driveways do not exceed the maximum width.	Yes
6.2 Permitted Uses (RT)	Day Care, Private Home Dwelling, Townhouse	Townhouse	Yes
6.3 Zone Standards (RT)	Lot Area (min.) Per Dwelling Unit – 220 m ² [Maximum number of dwelling units per townhouse dwelling shall be 12]	100 sq.m	No

Lot Frontage (min.) for Townhouse dwelling on interior lot – 6 m per dwelling unit	5.3m	No
Building Area (max.) 30%	55%	No
Backyard Amenity Area (min.) 37 m ²	25 sq.m	No
Front Yard (min.) -Front wall of attached private garage – 6m -Front wall of main building – 7.5 m	All: Front wall of attached private garage – 6 m	Yes
Exterior Side Yard (min.) – 6 m	Both Main Townhouse Buildings: 1.5 m	No
Rear Yard (min.) – 7.5 m	All Units: 5 m	No
Interior Side Yard (min.) -Main building – 4.5 m [Minimum interior side setback for main building shall be 4.5m except that, where the lot abuts a lot containing a townhouse dwelling, the minimum interior side building setback shall be 1.8m.] [Where a common vertical wall separates two dwelling units, no interior side yard shall be required.]	Both Main Townhouse Buildings: 0 m	Yes
Building Height (max.) – 10.5 m	13.3 m	No
Landscape Area (min.) 30%	28 sq.m	No

7.0 CONCLUSION

The proposed Official Plan Amendment is required to redesignate the subject lands from Low Density Residential to High Density Residential and establish site-specific policies for the subject lands that describe the form of the proposed development and density. The Zoning By-law Amendment seeks to rezone the property under Zoning By-law 2006-from Rural Residential Zone (RR) to a site-specific Townhouse Residential (RT-XX) to allow the proposed townhouse land use and provide for appropriate performance standards to accommodate the proposed development.

The proposed development is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan. The proposed development maintains the general intent of the Town's Official Plan and supports a number of the Town's policy objectives such as:

- / Promotes efficient development and land use patterns;
- / Accommodates an appropriate range and mix of residential uses;
- / Fosters active transportation and supports public transit;
- / Ensures safe vehicular and pedestrian access;
- / Is compatible with the surrounding existing residential neighbourhood; and
- / Is an appropriate form of residential intensification along an arterial road.

Overall, it is our opinion that the proposed townhouse development is desirable for the site and surrounding area, provides an overall benefit to the larger community, and represents good planning.

Respectfully submitted,



Jennifer Maestre, RPP, MCIP
Planner

8.0 APPENDICIES

AMENDMENT NO. xxx
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. xxxx- xx

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

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

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

Read three times and finally passed in open Council this xxth day of xxxx, xxxx

Alan Thompson, Mayor

Carey deGorter, Clerk

THE CONSTITUTIONAL STATEMENT

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

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

AMENDMENT NO. xxx
OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule “C” Bolton Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from “Low Density Residential” and “Environmental Policy Area” to “High Density Residential” and “Environmental Policy Area” to permit the development of sixteen (16) residential townhouse units comprising of two-four storey townhouse buildings with eight (8) units in one and eight (8) units in the other.

Location:

The lands subject to this Amendment are indicated on the attached Schedule “A”, and are known as Part of Lot 8, Concession 7 ALB, Town of Caledon, Regional Municipality of Peel.

Basis:

The basis for this Amendment is contained in Planning Report PD xxxx-xx, as adopted by Council on xxxxx. The applicant, Averica Land Development Services, has requested an amendment to the Town of Caledon Official Plan to permit High Density Residential uses on lands identified as being within the Bolton Rural Service Centre in the Caledon Official Plan in order to facilitate the construction of a sixteen (16) residential townhouse units comprising of two-four storey townhouse blocks with eight (8) units in each block. In support of the application, the applicant submitted the following reports:

- Archaeological Assessment
- Erosion and Sediment Control Plans
- Environmental Impact Study
- Functional Servicing and Stormwater Management Reprot
- Geotechnical Report
- Noise Study
- Traffic Impact Study
- Tree Inventory and Arborist Report
- Urban Design Brief
- Healthy Development Assessment
- Planning Justification Report
- Survey
- Topographic Survey
- Slope Stability Report
- Landscape Plans
- Arborist Report
- Tree Inventory Plan
- Woodlot Edge Management Plan
- Phase 1 ESA
- Floor Plans
- Elevations
- Site Plan
- OBC Matrix
- Zoning Matrix
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

The proposed amendment to the Official Plan to permit sixteen (16) residential townhouse units within the Town is consistent with the objectives established in the Strategic Direction and General Policies of the Official Plan. The location of high density residential townhouses in the Bolton Rural Service Centre in the Town of Caledon implements intensification objectives along arterial roads. The proposed development makes efficient use of existing services and provides for the redevelopment of an underutilized parcel within the Town's Settlement Area.

The subject property is an appropriate location for the development of low-rise, high density housing as it is located away from the interior of neighbourhoods and is on an arterial road, King Street East, which leads directly to the Bolton Core, while being located close to parks and open spaces. The proposed development is a compatible ground related built form to the surrounding neighbourhood.

PART B - THE AMENDMENT

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

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Section 5.10.4.5.2 is amended by adding the following subsection 5.10.4.5.2.X:

5.10.4.5.2.X: Notwithstanding Subsection 5.10.3.27.8 of the Plan, the development of sixteen (16) residential townhouse units on lands municipally known as 336 King Street East, legally described as Part of Lot 8, Concession 7 ALB, Town of Caledon, Regional Municipality of Peel, as shown on Schedule C, shall be permitted with a density that shall not exceed 65 units per net residential ha.

2. "Schedule C" Bolton Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as Part of Lot 8, Concession 7 ALB, Town of Caledon, Regional Municipality of Peel, from "Low Density Residential" and "Environmental Policy Area" to "High Density Residential" and "Environmental Policy Area" subject to Section 5.10.4.5.2.X, in accordance with Schedule "B" attached hereto.

Implementation and Interpretation

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

**SCHEDULE "A"
OFFICIAL PLAN
AMENDMENT No. XXX**

Pt. Lot 8, Conc 7 ALB
336 King Street East
Town of Caledon
Region of Peel

LEGEND




Subject Property

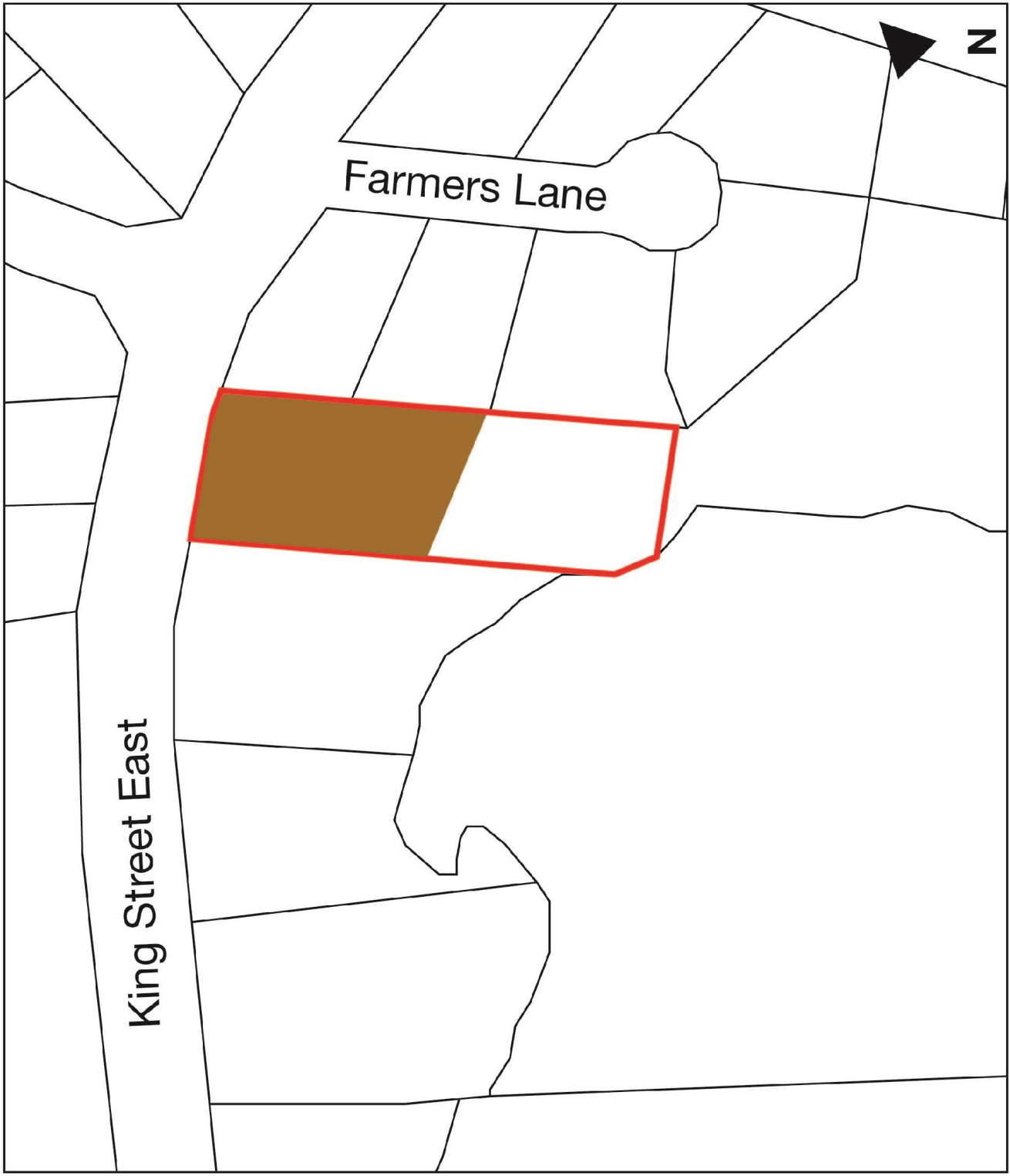


**SCHEDULE "B"
OFFICIAL PLAN
AMENDMENT No. XXX**

Pt. Lot 8, Conc 7 ALB
336 King Street East
Town of Caledon
Region of Peel

LEGEND

-  Subject Property
-  Lands to be redesignated to High Density Residential



**THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2018-xxx**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended,
with respect to Part Lot 8, Concession 7 (ALB),
Town of Caledon, Regional Municipality of Peel,
municipally known as 336 King Street East.

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

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lot 8, Concession 7 (ALB), Town of Caledon, Regional Municipality of Peel, for 16 residential townhouse units on a private common element road.

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

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
RT	<insert exception #> (# to be provided by Planning Staff) (<insert by-law #>)	<ul style="list-style-type: none"> - Day care, Private Home - Dwelling, Townhouse 	<p>Lot Area (minimum): 100m² per dwelling unit</p> <p>Lot Frontage (minimum): 5.3 m per unit</p> <p>Building Area (maximum): 55%</p> <p>Backyard Amenity Area (minimum): 25 m²</p> <p>Front Yard (minimum): 4.5m front wall of main building 6m to front wall of attached private garage</p> <p>Exterior Side Yard (minimum): 1.5m</p> <p>Rear Yard (minimum): 5 m</p> <p>Building Height (maximum): 13.5 m</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			Landscape Area (minimum): 28 m² Visitor Parking Spaces (minimum): 3

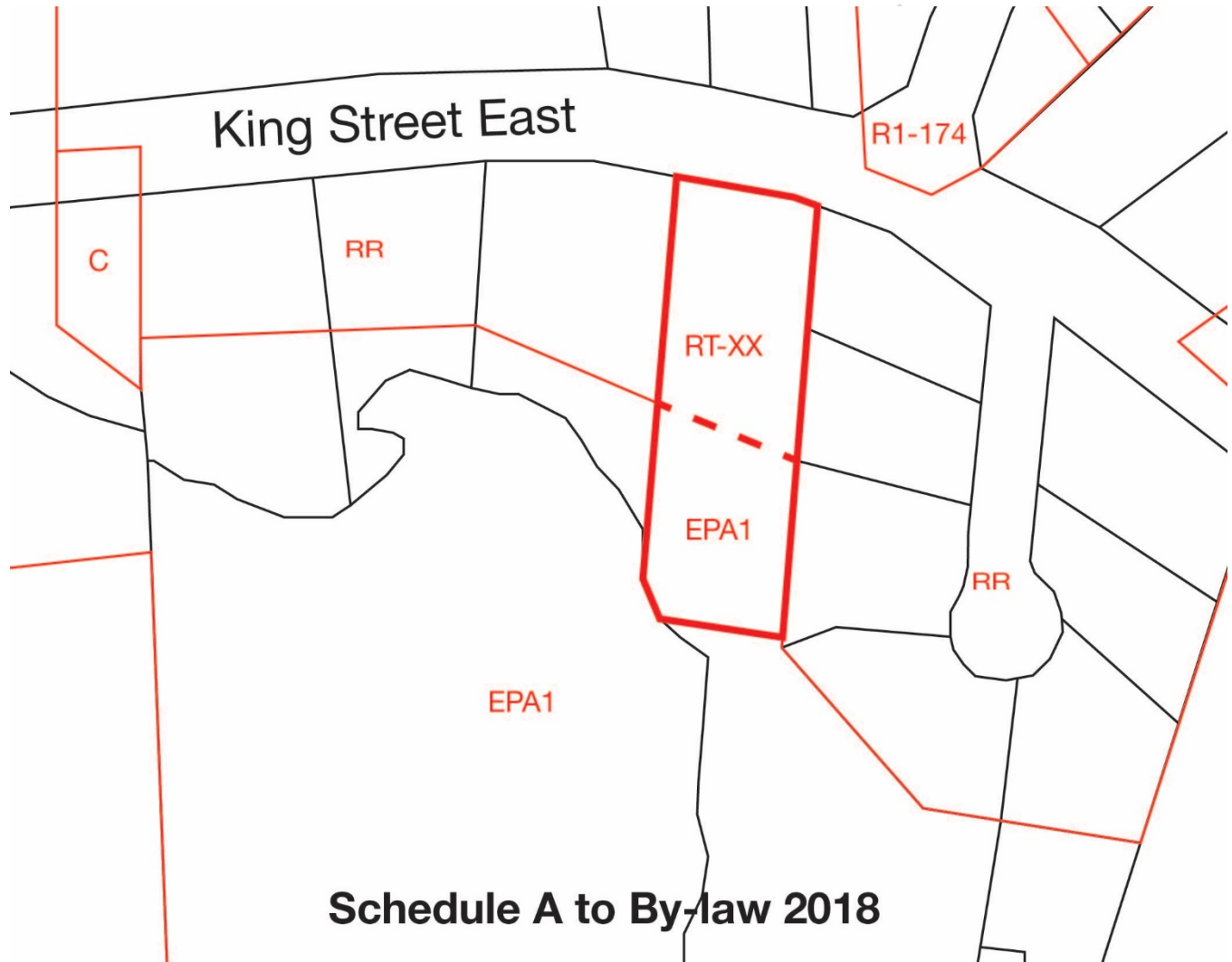
2. Schedule "A", Zone Map 1c of By-law 2006-50, as amended is further amended for Part of Lot 8, Concession 7 (ALB) Town of Caledon, Regional Municipality of Peel, from Rural Residential (RR) to Residential Townhouse Exception XX (RT-XX) in accordance with Schedule "A" attached hereto.

Read three times and finally passed in open Council on the XX day of XXXXXX, 2018.

Allan Thompson, Mayor

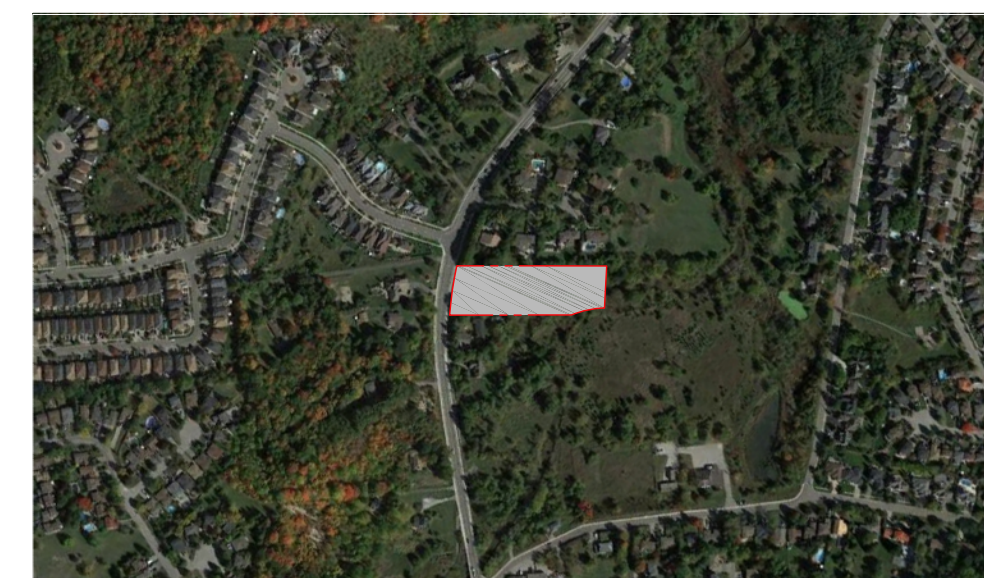
Carey deGorter, Clerk

DRAFT



DRAFT

KINGS RIDGE SUBDIVISION 336 KING STREET CALEDON DRAFT PLAN OF SUBDIVISION



ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51.17 (A-L) OF THE PLANNING ACT:

- a) As shown on Draft Plan
- b) As shown on Draft Plan
- c) All adjacent lands owned, or in which the applicants have an interest are shown on the Key Plan
- d) Residential: Townhouses
- e) Residential
- f) As shown on Draft Plan
- g) As shown on Draft Plan
- h) Municipal Services
- i) xxxxxxxxxxxxxx
- j) As shown on Draft Plan
- k) Garbage Collection, Telephone, Cable, Electricity, Municipal Water, Waste Water, etc
- l) As shown on Draft Plan

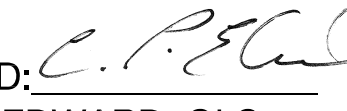
OWNER'S CERTIFICATE

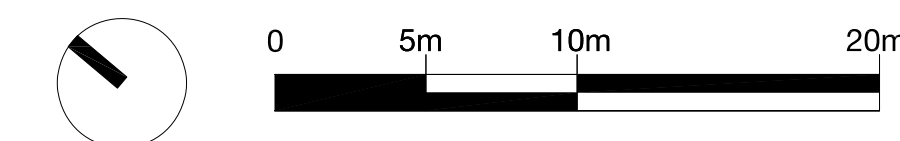
I, 336 KINGS RIDGE INC. HEREBY AUTHORIZE FOTENN CONSULTANTS INC. TO PREPARE AND SUBMIT THIS PLAN TO THE TOWN OF CALEDON, REGION OF PEEL FOR REVIEW AND APPROVAL.

SIGNED:  DATE: 2018.06.28
JOE COSTA, A.S.O.
336, KINGS RIDGE INC.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

SIGNED:  DATE: 2018.06.20
C.P. EDWARD, OLS
RADY-PENTEK & EDWARD SURVEYING LTD.



No.	REVISION	DATE	BY
2	FOR CLIENT REVIEW	2018.06.19	AS
1	FOR CLIENT REVIEW	2018.06.05	AS

CLIENT
336 Kings Ridge Inc.

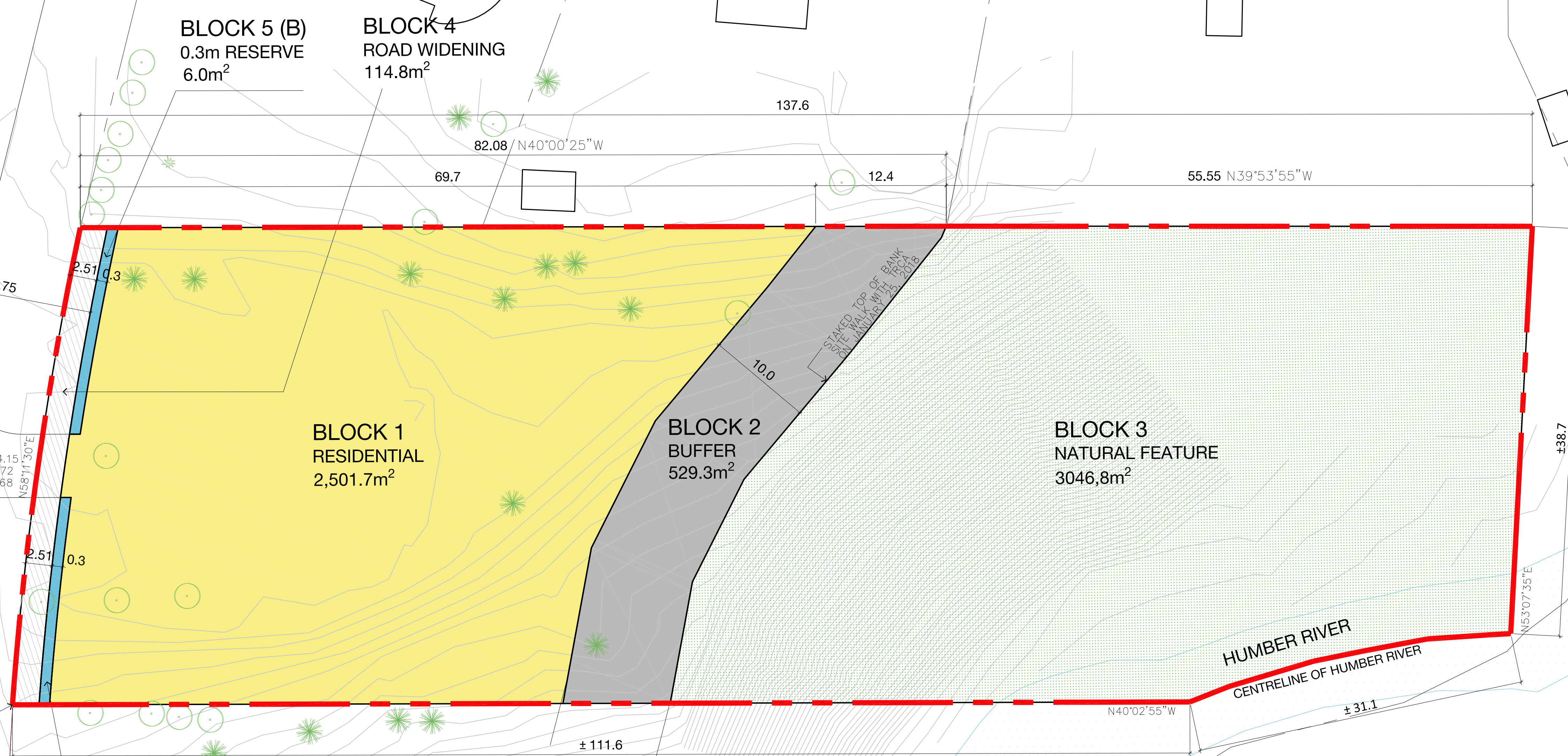
FOTENN

Planning + Design

223 McLeod Street, Ottawa ON K2P 0Z8
613.730.5709 fotenn.com

DESIGNED	AS
REVIEWED	MS
DATE	2018.06.05

P1



SITE AREA: 6204.6 m²

BLOCK AREAS	Area (m ²)
Block 1 - Residential	2,501.7 m ²
Block 2 - Buffer	529.4 m ²
Block 3 - Natural Feature	3,046.8 m ²
Block 4 - Road Widening Reservation	114.8 m ²
Block 5 - 0.3m Reserve	11.9 m ²

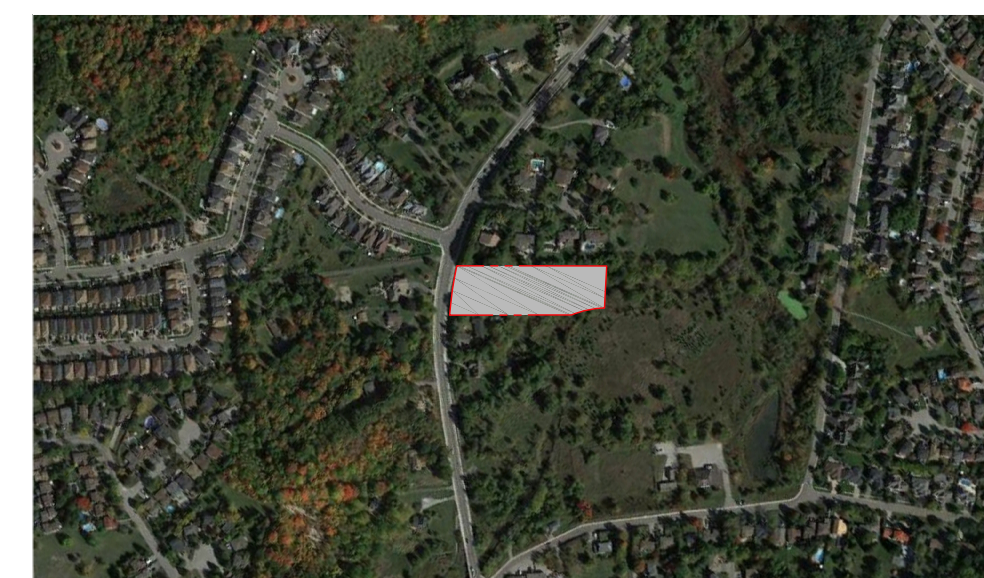
NOTES

- The lines demarcating Blocks 5(A) and 5(B) have been exaggerated for the purposes of visual clarity.

LEGEND

- BLOCK 1 - RESIDENTIAL
- BLOCK 2 - BUFFER
- BLOCK 3 - NATURAL FEATURE
- BLOCK 4 - ROAD WIDENING RESERVATION
- BLOCK 5 - 0.3m RESERVE
- WATER BODY - RIVER
- INDICATIVE SUBDIVISION LAYOUT
- EXISTING DECIDUOUS TREES
- EXISTING CONIFEROUS TREES
- SUBJECT PROPERTY BOUNDARY
- SURROUNDING PROPERTY BOUNDARIES

KINGS RIDGE SUBDIVISION 336 KING STREET CALEDON DRAFT PLAN OF CONDO



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SIGNED: _____ DATE: 2018.06.28
JOE COSTA, A.S.O.
336, KINGS RIDGE INC.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.
2018.06.20

SIGNED: _____ DATE: _____
C.P. EDWARD, OLS
RADY-PENTEK & EDWARD SURVEYING LTD.



No.	REVISION	DATE	BY
3	FOR CLIENT REVIEW	2018.10.10	BL
2	FOR CLIENT REVIEW	2018.06.19	AS
1	FOR CLIENT REVIEW	2018.06.05	AS

CLIENT
336 Kings Ridge Inc.

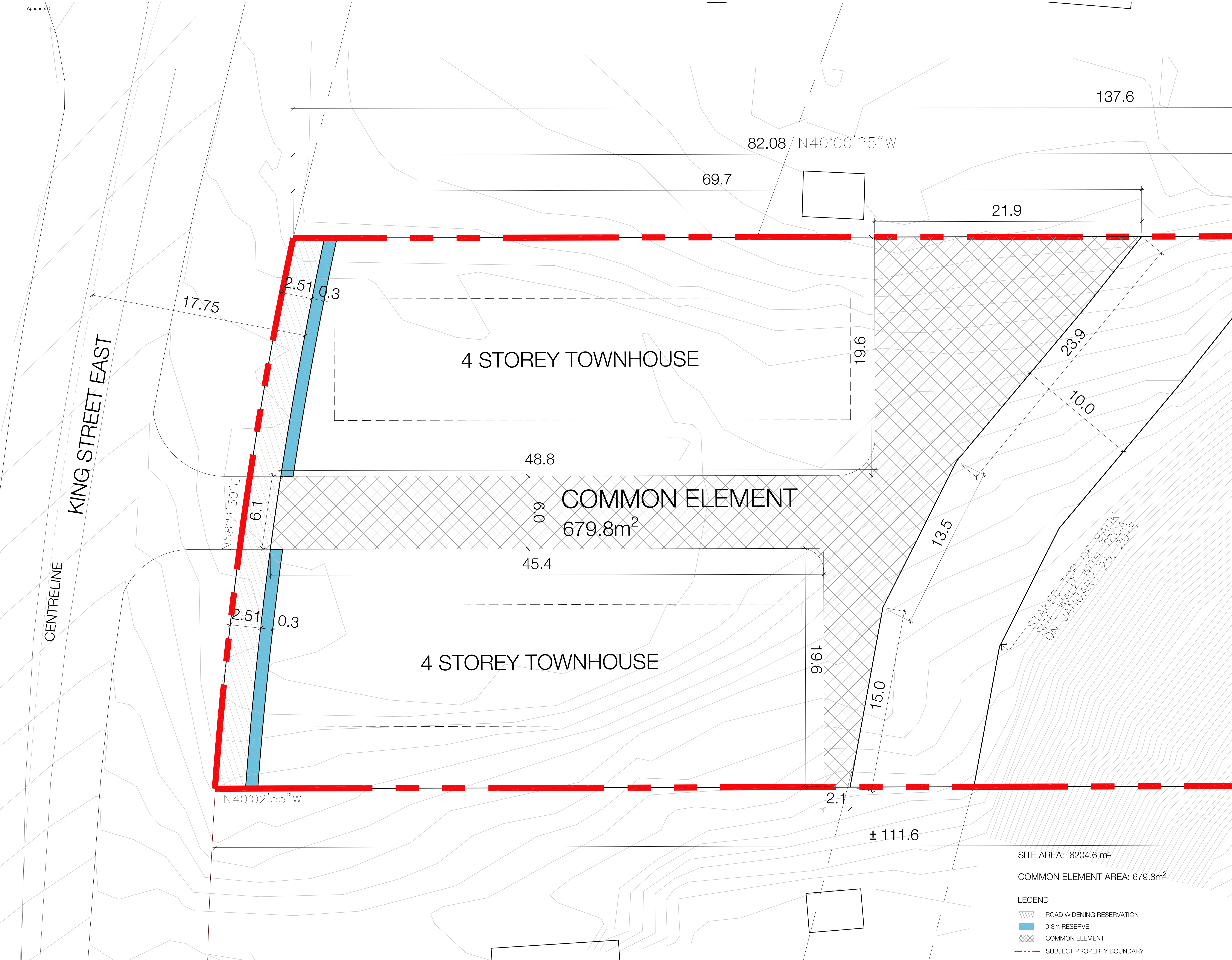
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DESIGNED	AS
REVIEWED	MS
DATE	2018.06.05

P1



SITE AREA: 6204.6 m²

COMMON ELEMENT AREA: 679.8m²

LEGEND

- ROAD WIDENING RESERVATION
- 0.3m RESERVE
- COMMON ELEMENT
- SUBJECT PROPERTY BOUNDARY
- SURROUNDING PROPERTY BOUNDARIES