

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

9229 5th Sideroad
Town of Caledon

Villalago Residences Inc.

JUNE 2016

PREPARED BY:

KLM PLANNING PARTNERS INC.

FILE No: P-2658

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1.0 INTRODUCTION

KLM Planning Partners Inc. are the planning consultants for Villalago Residences Inc. of a 2.81 hectares (6.94 acres) parcel of land consisting of Blocks 118, 152-154, 165, 167, 178, 181 & 182 on 43M-1251 in the Town of Caledon, Region of Peel.

On behalf of Villalago Residence Inc., KLM Planning Partners Inc. has prepared a Draft Plan of Subdivision, Draft Plan of Condominium and a proposed implementing Zoning By-law Amendment which has been submitted to the Town of Caledon.

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

2.0 SUBJECT LANDS & SURROUNDING AREA

2.1 Subject Lands

Villalago Residence Inc. land is located in Bolton and is bounded by Queen Street South to the west, Landsbridge and existing residential development to the east, 5th Sideroad to the north and the Railway tracks to the south as shown on Figure 1. As noted above, Villalago Residence Inc. land holding is approximately 2.81 hectares (6.94 acres) in size.

Further, the lands subject to the proposed development applications include the right-of-way for the 5th Sideroad. It is the intension of the Town of Caledon, as per their DART comments, to close the road allowance for 5th Sideroad. Subsequently, the 5th Sideroad road allowance will be added to the Villalago Residence Inc. land holdings and will form part of the proposed development.

The subject lands are located at a lower elevation than Queen Street South and generally are flat with minor topographical deviations. The site currently contains a vacant residential building.

2.2 Surrounding Area

The surrounding area is characterized by an existing residential neighbourhood and a commercial plaza. The subject lands are bounded by the following:

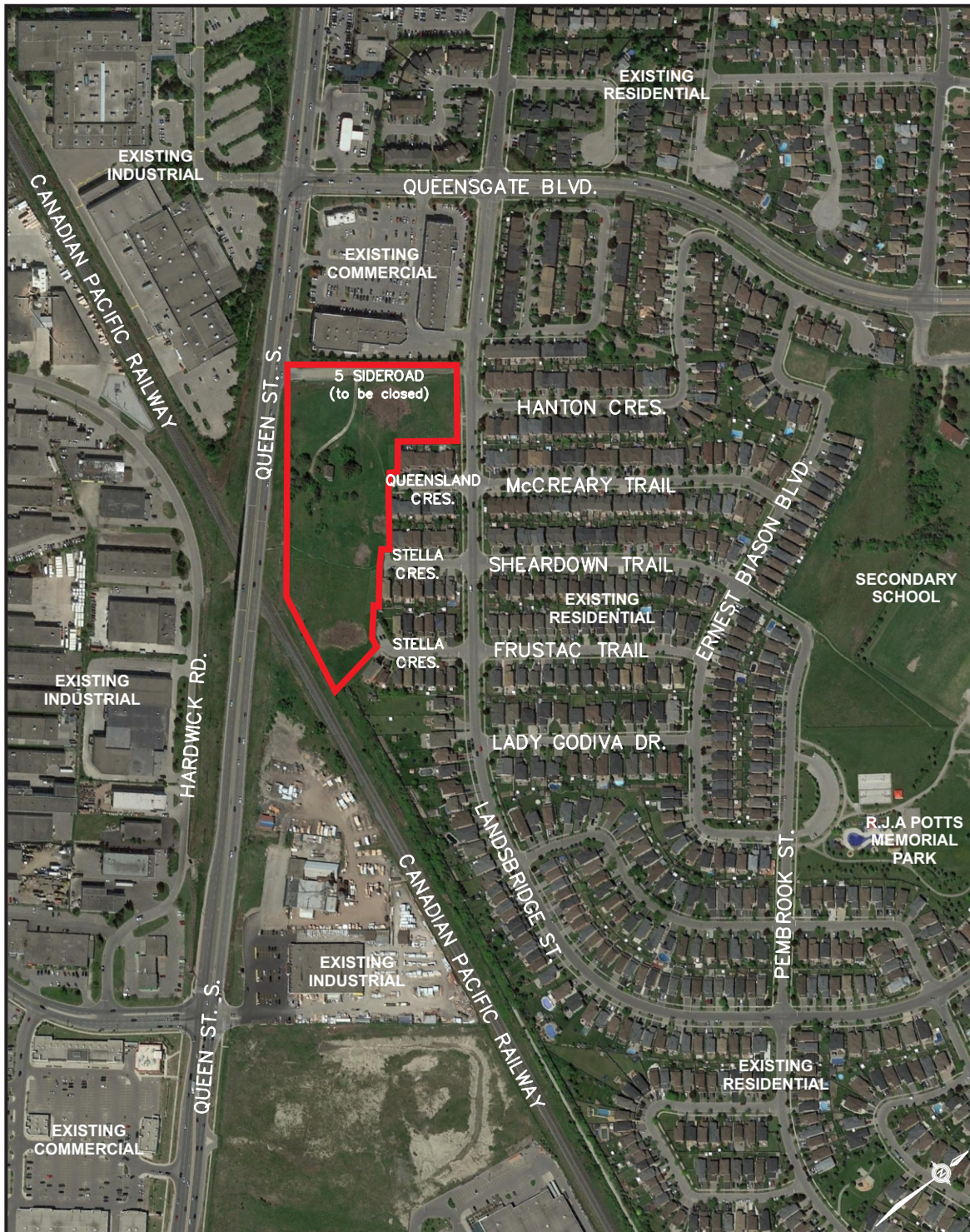
North: Existing commercial plaza.

South: C.P. Railway tracks and an existing residential neighbourhood

East: Existing residential neighbourhood.

West: Queen Street South and existing industrial development.

Figure 1 - Context Map



SUBJECT LANDS

Part of Lot 5 and Part of the Road Allowance between
West Halves of Lots 5 and 6 Concession 7 and
Blocks 118, 152-154, 165, 167, 178, 181 and 182,
Registered Plan 43M-1251
Town of Caledon

3.0 PROPOSAL

Description

The proposed Draft Plan of Subdivision, Draft Plan of Condominium and Zoning By-law Amendment have been submitted to the Town of Caledon to permit the development of the subject lands for residential purposes with a condominium tenure.

As noted previously, the proposed development includes Villalago Residences Inc. land holding which is approximately 2.81 hectares (6.94 acres) in size and the 5th Sideroad right-of-way which the Town of Caledon intends to sell to Villalago Residence Inc. once the right-of-way is closed.

The proposed development contains 1 single detached unit and 118 townhouse dwelling units ranging from 6.0 metre and 5.55 metres wide as shown the concept plan, refer to Figure 2. There are 104 townhouse dwelling units which will be in a condominium tenure. Fourteen (14) free hold units will front onto Street “1”.

The proposed condominium tenure townhouses comprise of a mix of street access townhouse and rear accessed townhouse. The townhouse blocks along Queen Street South and the new municipal road (Street “1”) will be rear accessed townhouses. The rear accessed townhouses will have frontage along Queen Street South addressing the street and will have vehicle access at the rear via a private road (refer to Figure 3). This treatment provides for a pedestrian friendly environment along both Queen Street South and Street “1”. The remainder of the townhouse units will be street access townhouse off of a private condominium road.

The fourteen (14) freehold townhouse units will front onto Street “1”. Blocks 2 and 3 contain 4 townhouse units each and are adjacent to existing townhouse units along Stella Crescent and Queensland Crescent. The rear yards of Blocks 2 and 3 will back onto the side yard of the existing townhouses. This relationship supports and encourages intensification and density on the subject lands. It is further supported by existing municipal services and infrastructure.

The south west portion of the site adjacent to the Canadian Pacific (C.P.) Railway tracks has limited development potential because the C.P. railway requires a buffer from the tracks where structures or buildings are not permitted. In order to make the most efficient use of land, the buffer for the C.P. railway tracks contain 34 visitor parking spaces for the proposed development. Additionally, two (2) parking spaces are required for each townhouse dwelling unit as per the Town’s parking requirements in the Zoning By-law. Two (2) spaces have been provided for each unit, one in the driveway and one in the garage. Further, the Town’s require 0.25 visitor parking spaces per unit which means 28 visitors parking spaces are required for the 110-unit townhouse development. The

proposed development complies with the Town's visitor parking requirements because it provides 34 visitor parking spaces.

A Block has been set aside along Landsbridge Street adjacent to the commercial development for a future park which would serve the proposed development and the surrounding residential neighbourhood.

The proposed development provides sidewalks throughout the development to facilitate pedestrian connectivity throughout the development and to the surrounding community. A 1.5 metre sidewalk has been provided along Queen Street South and along the northern limit of the site adjacent to the existing commercial plaza to connect Queen Street South to Landsbridge Street. Further, a 3.0 metre walkway has also been provide through the proposed development connecting Queen Street South and Landsbridge Street and providing access to a future park. The proposed development also intends to extend the sidewalk along the existing right-of-way of Stella Crescent and Queensland Crescent onto Street "1."

The proposed development provides for a municipal right-of-way (Street "1") which links the Queensland Crescent and Stella Crescent.

Figure 2 - Conceptual Site Plan



SUBJECT LANDS
Part of Lot 5 and Part of the Road Allowance between
West Halves of Lots 5 and 6 Concession 7 and
Blocks 118, 152-154, 165, 167, 178, 181 and 182,
Registered Plan 43M-1251
Town of Caledon

Figure 3 - Conceptual Building Elevations



4.0 PLANNING APPLICATIONS

The following amendments to the Town of Caledon's Zoning By-law and application for development are requested at this time to implement the proposed development:

4.1 Draft Plan of Subdivision

A Draft Plan of Subdivision has been prepared which containing a total of 6 blocks to facilitate the proposed development (refer to Figure 4) which consists of:

- One single detached unit on Lot 1
- 14 freehold townhouses on Block 2, 3 and 5
- 104 condominium townhouse units on Block 4
- Future park on Block 6
- Street "1" municipal right-of-way to connect Queensland Crescent and Stella Crescent

4.2 Zoning By-law Amendment

A Zoning By-law Amendment application has been prepared to implement the above noted Draft Plan of Subdivision. The Zoning By-law Amendment application rezones the subject lands from Prestige Industrial (MP-310), Residential Townhouse Exception (RT-67 and Residential One Exception (R1-68) to a site specific Townhouse Residential exception and Residential One exception as well as Open Space for a future park.

The following exceptions are required to implement the proposed development:

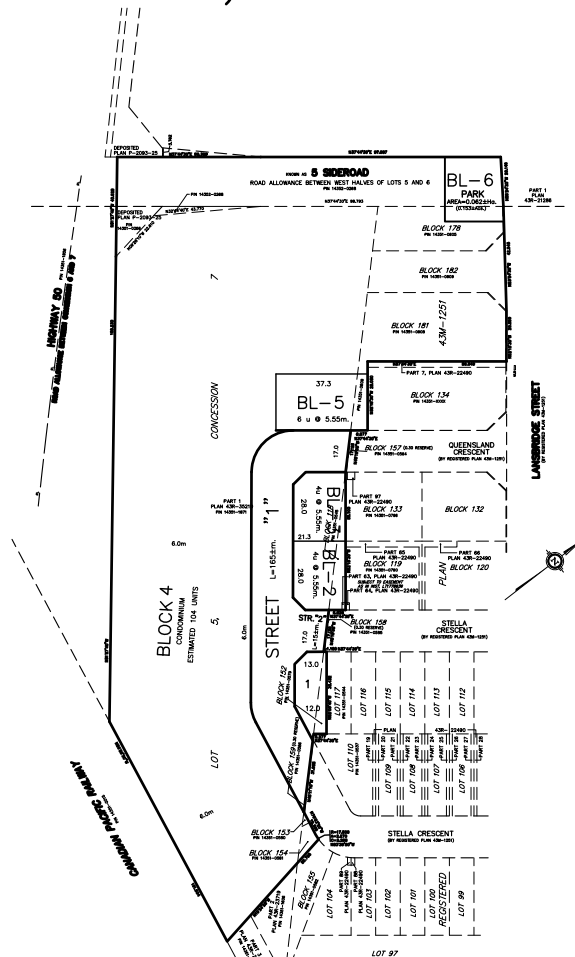
- Rezone the subject lands to permit freehold townhouse dwellings, common element townhouse dwellings and private home day care uses;
- Rezone a portion of the lands as open space for a future park;
- Prescribe building requirements including:
 - Lot frontage;
 - Front, rear, interior and exterior side yard setbacks;
 - Lot coverage; and
 - Backyard amenity area.
- Prescribe the permitted encroachment for canopies/porticos and uncovered steps within any required yard.

4.3 Draft Plan of Condominium Application

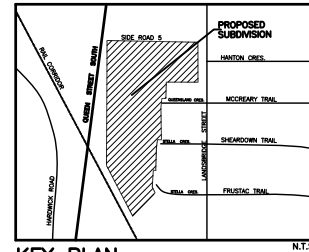
A Draft Plan of Condominium has been prepared which contains one block which will include 104 residential units consisting of both front and rear loaded townhouses (refer to Figure 5).

Figure 4 - Draft Plan of Subdivision

DRAFT PLAN OF SUBDIVISION OF
PART OF LOT 5 AND PART OF THE ROAD
ALLOWANCE BETWEEN WEST HALVES
OF LOTS 5 AND 6 CONCESSION 7 AND
BLOCKS 118, 152-154, 165, 167, 178,
181 and 182, REGISTERED PLAN 43M-1251
TOWN OF CALEDON
(GEOGRAPHIC TOWNSHIP OF ALBION,
COUNTY OF PEEL)



DRAFT PLAN T-



KEY PLAN

SECTION 51, PLANNING ACT,
ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY+LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

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

HOLING JONES VANDEKIEP INC.

DATE: 2016

THOMAS R. REED
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT
THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON
FOR APPROVAL.

OWNER

VILLALAGO RESIDENCES INC.

C/O
TREASURE HILL
1681 LANGSTAFF ROAD
UNIT 1, VAUGHAN, ONTARIO
L4K 5T3

NICHOLAS FIDEI
PRESIDENT

TOWN OF CALEDON

6311 OLD CHURCH ROAD
CALEDON, ON
L7C 1A6

XXXXXXXXXX

SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 3.1574 Ha. (7,801,840 sq. ft.)

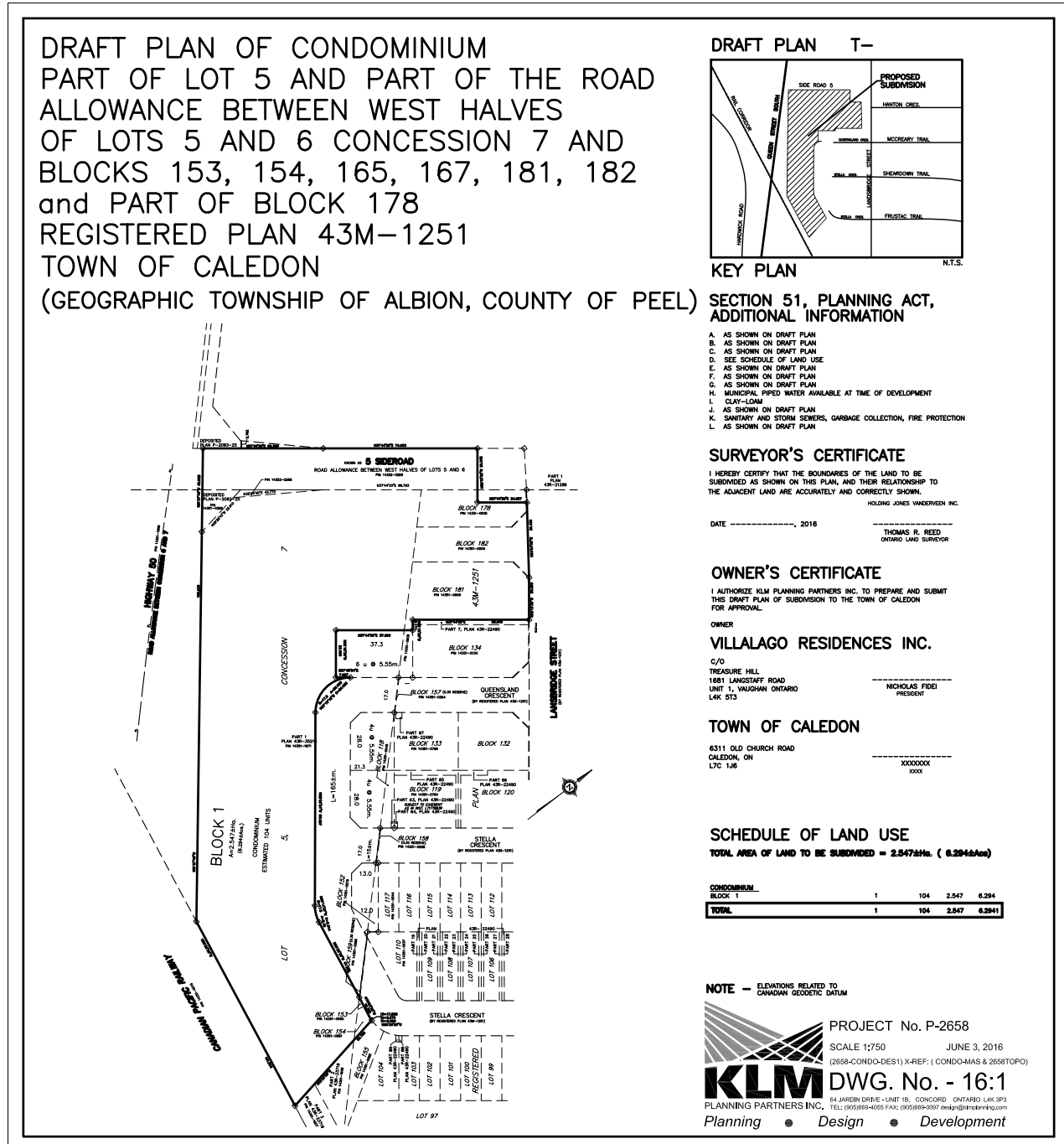
DETACHED DWELLINGS	BLOCKS	LOTS	UNITS	AREA	AREA
LOT 1	1	1	0.039	0.039	
LOT 101 PROPOSED 4-0.01; LOT 102 PROPOSED 4-0.01					
TOWNHOUSE DWELLINGS					
BLOCKS 2, 3 and 5	3	14	0.203	0.502	
LOT 101 PROPOSED 4-0.01					
CONDOMINIUM					
BLOCK 4	1	104	2,547	6,294	
SUBTOTAL	4	119	2,789	6,882	
BLOCK 6 - PARK	1		0.062	0.153	
STREETS				0.306	0.756
17.0m. WIDE TOTAL LENGTH 180.0m. AREA 3.000m.					
TOTAL	8	119	3,187	7,801	

NOTE - ELEVATIONS RELATED TO
CANADIAN GEODETIC DATUM



PROJECT No. P-2658
SCALE 1:750 JUNE 3, 2016
(2058DES19) X-REF: (2058MAS2 & 2058TOPO)
DWG. No. - 16:1
84 JARDIN DRIVE UNIT 10, CONCORD, ONTARIO L4C 3P3
TEL: (905) 889-4055 FAX: (905) 889-4097 design@klmpartners.com
Planning • Design • Development

Figure 5 - Draft Plan of Condominium



4.4 Supporting Documents

The proposed development has been prepared together with various supporting documents. These have been submitted separately but the findings are summarized below:

Functional Servicing Report

Prepared by RAND Engineering Corporation

The report makes the following conclusions and recommendations in support of the above noted applications:

- A technical assessment of the municipal servicing requirements indicates that the development plan may be adequately serviced by the proposed storm drainage, sanitary and water distribution systems
- The existing SWM Pond 4, located southeast of the intersection of Albion-Vaughan Road and the CPR rail line, has sufficient capacity to accommodate the drainage from the proposed Villalago subdivision. The facility provides water quality, erosion and quantity control for the development
- A detailed Stormwater Management Implementation Report will be prepared in conjunction with the final engineering design.

Transportation Study

Prepared by nexTrans Consulting

The study identifies the following findings and conclusions:

- The subject development application proposes to provide approximately 118 townhouse units (i.e. 104 condominium units and 14 freehold townhouse units) and one (1) single detached dwelling unit.
- The proposed and future background residential development is expected to generate 79 two-way trips (20 inbound and 59 outbound) during the weekday morning peak hour and 93 two-way trips (54 inbound and 39 outbound) during the afternoon peak hour.
- The proposed site will have a minor impact on the study area intersections operations during Weekday AM and PM peak hours.
- A private condominium road with multiple connections to the external public municipal road network will service the condominium blocks.
- Due to the low traffic activity at site entrances, the closure of Side Road 5 will have no consequent to the remaining site entrances operations. As a result, site traffic accessing multiple roadways (ie. Hanton Crescent, Queensland Crescent and Stella Crescent) will not be detrimental to Landsbridge Street considering traffic and site operations are minimal for vehicle transportation purposes.
- Garbage and emergency vehicles will be able to circulate within the proposed site and exit the site in a cab forward manner.

- The overall quantum of parking supply as proposed is acceptable and will not negatively affect the overall peak period visitor parking demands, as visitor overflow (if required) can be provided within individual units.

Transportation Noise Impact Study

Prepared by Valcoustics Canada Ltd.

The study investigates the transportation noise sources (road and rail traffic) potential to impact the site and recommends the following noise control measures:

- the blocks closest to the railway line require brick veneer (or STC 54 equivalent) exterior wall construction and windows of up to STC 38 rating
- Blocks 1 to 9, 12, 15, 18 and 19 require central air conditioning
- Blocks 10, 11, 13, 14, 16 and 17 require the provision to allow the future installation of air conditioning by the occupant.
- At the rear yards of Block 1, a sound barrier is required. The sound barrier can be built along the edge of the property, where a safety berm or crash wall will be required due to the proximity to the railway line.
- Where the sound exposure guidelines are exceeded, appropriate warning clauses should be registered on title to make future occupants aware of the potential noise situation.

The study concludes that with appropriate design of the development, a suitable acoustical environment can be provided and the applicable MOE noise guideline requirements met. Thus, the proposed development is considered feasible with respect to transportation noise, by means of proper design, and will implement the development objectives (outlined in the Official Plan and Zoning By-laws) of the Town of Caledon.

Phase 1 Environmental Site Assessment

Prepared by exp Services Inc.

The report makes the following conclusions and recommendations:

- Based on the Phase I ESA findings, the potential environmental concerns associated with the Site are summarized as follows:
 - Regulated substances equipment present on site. A pole mounted transformer associated with the former buildings located on Site which potentially contains PCBs, was observed to be present in the north-central portion of the property. The presence of these substances does not present any threat to human health or the environment if maintained in good condition and disposed of in accordance with EPA regulations when no longer required.
 - Presence of fill material of unknown quality and origin at location of former residential dwelling, and of containers and piles of domestic solid waste. Fill associated with backfill of possible basements of former

structures may be encountered during future development. Numerous small piles of household solid wastes, scrap construction materials, steel drums containing domestic solid wastes, and uprooted and/or burnt vegetation were also noted across the Site property.

- Based on the findings of the Phase I ESA and the conclusions drawn, no requirement for a Phase II ESA (i.e., sampling and testing) has been identified. Additional due diligence recommendations are summarized as follows:
 - Regulated substances equipment present on site The pole mounted transformer and potentially PCB containing contents noted on site should be properly disposed of prior to future development.
 - Presence of fill material of unknown quality and origin at location of former residential dwelling, and of containers and piles of domestic solid waste. Any fill associated with former structures or levelling of lands for ease of cultivation encountered during future development should be chemically assessed for suitability for re-use on site or for disposal off-site. Dispose of all domestic solid domestic waste at a suitably licensed landfill site.

5.0 PLANNING ANALYSIS

5.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (“PPS”) provides broad based policy direction on matters of provincial interest related to land use planning and development. The policies that directly apply to the proposed development of the subject lands include:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate 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 development of the subject lands for residential purposes will provide a mix of residential housing forms to meet long term needs of future residents. In addition, the form and scale of development provides for a cost-effective pattern of development minimizing land consumption and servicing costs as it takes advantage of existing services.

Section 1.1.3.1 of the PPS states:

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

The subject lands are located within the Rural Service Centre of Bolton, one of the Town of Caledon’s settlement areas. The proposed development contributes growth to Caledon’s settlement area of Bolton.

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

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

- 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 for residential purposes utilize the existing municipal and regional infrastructure currently in place to service the subject lands. The subject lands

are an underutilized land parcel of land within the settlement area and the proposed residential development will provide for the completion of the surrounding neighbourhood through the efficient use of land and resources. The proposed development provides intensification with the Town of Caledon's settlement area and is in accordance with Section 1.1.3.3 of the PPS which states:

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

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety."

The proposed development is an example of intensification which takes into account the existing building stock and surrounding area. Furthermore, the proposed development offers a range and mix of housing types in a compact built form that is compatible with the surrounding neighbourhood and suitable for the existing or planned infrastructure required to accommodate the projected needs of the current and future residents. This is consistent with Section 1.4.1 of the PPS which states:

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

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

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

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

The proposed development will be serviced by regional water and sanitary services and municipal storm sewers that are currently available in close proximity to the subject lands.

Given the above policies, the proposed Draft Plan of Subdivision, Draft Plan of Condominium and Zoning By-law Amendment applications are consistent with the policies of the PPS (2014).

5.2 “Places to Grow” The Growth Plan for the Greater Golden Horseshoe (2006)

The Provincial Growth Plan for the Greater Golden Horseshoe sets out policies for growth within the Greater Golden Horseshoe. The Growth Plan directs growth to built-up areas where the capacity exists to best accommodate the expected population and employment growth, while promoting compact built form and densities with mix of residential land uses. The subject lands are located in the designated “Built-up Area” of the Growth Plan.

The Provincial Growth Plan in Section 2.2.2 Managing Growth states:

“2.2.2.1 Population and employment growth will be accommodated by -

- a. directing a significant portion of new growth to the built-up areas of the community through intensification*
- b. focusing intensification in intensification areas*
- c. building compact, transit-supportive communities in designated greenfield areas*
- d. reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments*
- e. providing convenient access to intra- and inter-city transit*
- f. ensuring the availability of sufficient land for employment to accommodate forecasted growth to support the GGH's economic competitiveness*
- g. planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling*
- h. encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services*
- i. directing development to settlement areas, except where necessary for development related to the management or use of resources, resource-based recreational activities, and rural land uses that cannot be located in settlement areas*

- j. directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services*
- k. prohibiting the establishment of new settlement areas.*

The proposed development provides for growth within the built-up area of Caledon through the intensification of an underutilized parcel of land. The development's compact built form contributes to a pedestrian friendly environment which has easy access to local stores and services. The subject lands are located adjacent to a commercial plaza and the proposed development provides for pedestrian connectivity from the site to the local commercial plaza. Furthermore, the development will make efficient use of existing municipal water and wastewater systems.

Provincial policy requires a minimum of 40% of all new residential development occurring annually to be located within the designated "Built-up Area" as part of each municipality's intensification target. Local municipalities are required to implement through their Official Plans strategies and policies to achieve the intensification targets. The proposed development contributes to the Town's intensification target by providing growth within the built-up area of the Town.

Further, the Section 2.2.3.7 of the Provincial Growth Plan states that intensification areas will be planned and designed to:

- a) "Cumulatively attract a significant portion of population and employment growth;*
- b) Provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;*
- c) Provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;*
- d) Support transit, walking and cycling for everyday activities;*
- e) Generally, achieve higher densities than the surrounding areas; and*
- f) Achieve an appropriate transition of built-form to adjacent areas."*

The proposed development is an efficient use of land and infrastructure on an underutilized and vacant parcel of land within the Built-up area of the Town of Caledon. Further, the proposed development provides a compact built form and a range of residential uses which completes the built out of the adjacent neighbourhood. The design of the development contributes to creating an attractive and vibrant neighbourhood which supports pedestrian activities.

Therefore, the proposed Draft Plan of Subdivision, Draft Plan of Condominium and Zoning By-law Amendment conforms to the objectives and policies in the Provincial Growth Plan.

5.3 Region of Peel Official Plan (Office Consolidation October 2014)

The subject lands are within the Rural System and designated “Rural Service Centre” as per Schedule D – Regional Structure of Peel Region’s Official Plan. As per the Region’s Official Plan, growth is to be directed towards the Rural Service Centres in the Town of Caledon which include Bolton, Mayfield West and Caledon East. The subject lands are located within the Rural Service Centre for Bolton. The Regional Official Plan 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 a mix of 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 and as demonstrated through the FSR prepared by RAND Engineering Corporation, these services have the capability of servicing the proposed development.

5.4 Town of Caledon Official Plan

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

“3.5.2.1 To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.

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

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

Other settlements which have limited capacity to absorb and support new housing, especially housing at medium to high densities are planned to have a more moderate increase in housing.

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

The proposed development achieves the above housing objectives and policies through the development of a mix of housing types and tenures which provide housing options to meet the needs of different income groups. The proposed development also provides an alternative housing option for people at different stages in their lives.

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

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

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

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

The subject lands are located within the delineated built-up areas as shown on Figure 1 and are therefore appropriately located for development and intensification. The proposed development contributes to the Town achieving their minimum residential development allocation target for the built up area.

The Town’s general settlement area policies reiterate:

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

The proposed development is categorized as an infill development which completes the development surrounding community. Currently, Queensland Crescent and Stella Crescent end at the subject lands and it is clear that the intention is to have these two streets connect. The proposed development links Queensland Crescent and Stella Crescent through a proposed municipal road which will connect the existing community to the proposed development. This represents an orderly development within the settlement which makes efficient use of existing services provides for connections with the surrounding neighbourhood.

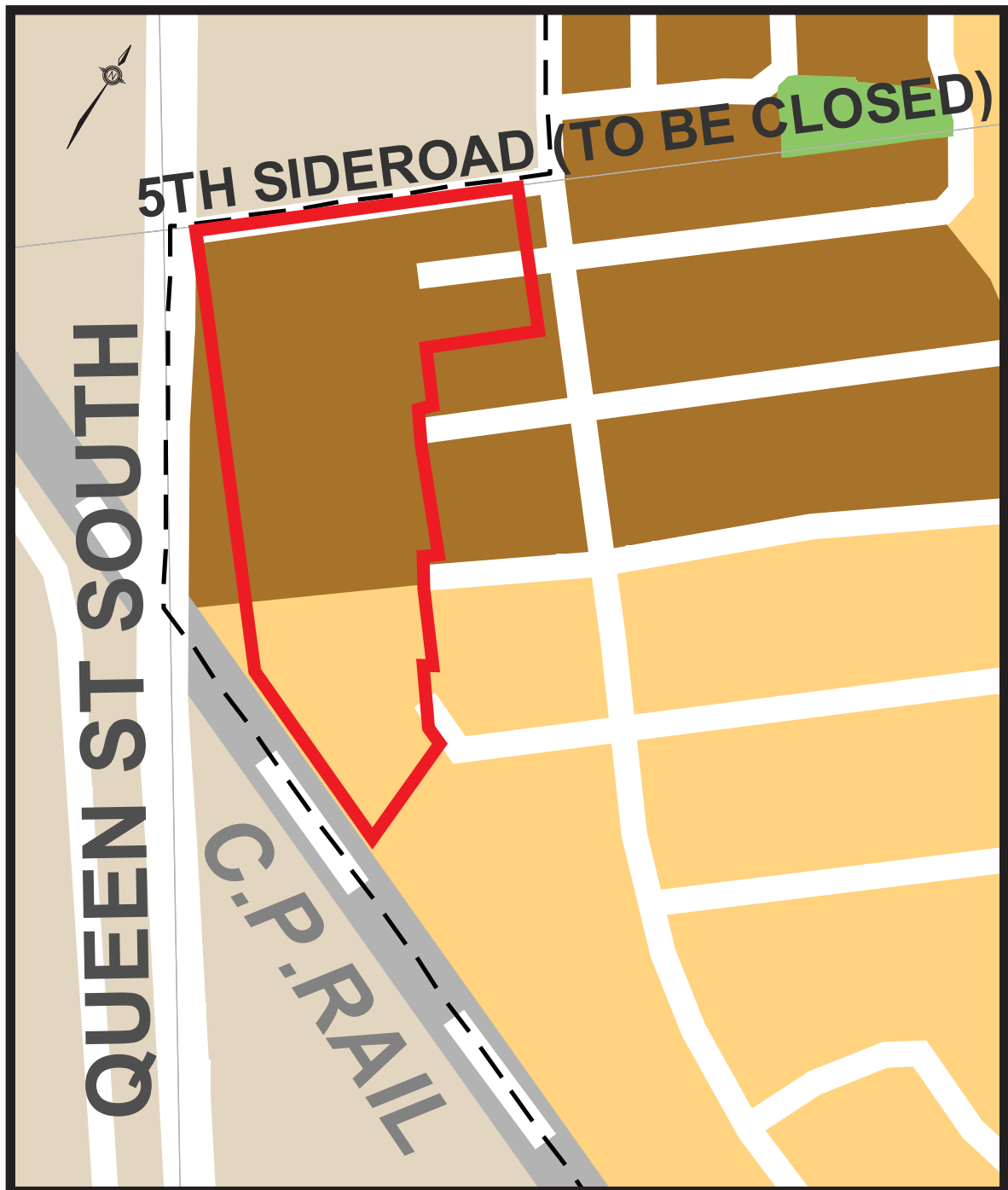
“5.10.3.10 The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscape(s) of the community.”

The proposed residential development provides a compatible land use pattern and scale of development to the surrounding neighbourhood. The surrounding neighbourhood is comprised of a mix of townhouses dwellings and single detached units and although the proposed development contains a more contemporary design, the scale and height of the proposed development is consistent with the townhouse dwellings along Queensland Crescent and Stella Crescent. The development also enhances the community by providing for a link between Queensland Crescent and Stella Crescent and providing pedestrian connectivity to Queen Street South and the commercial plaza.

5.4.1 Bolton South Hill Secondary Plan

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

Figure 6 - Official Plan Split Designation
EXCERPT OF SCHEDULE C-2 TO THE *CALEDON OFFICIAL PLAN*



BOLTON SOUTH HILL - LAND USE PLAN

- | | | | |
|--------------------------------------|---------------------------|---------------------------|---|
| High Density Residential | Environmental Policy Area | Collector Road 30m R.O.W. | SUBJECT LANDS
Part of Lot 5 and Part of the Road Allowance between West Halves of Lots 5 and 6 Concession 7 and Blocks 118, 152-154, 165, 167, 178, 181 and 182, Registered Plan 43M-1251 Town of Caledon |
| Medium Density Residential | Open Space Policy Area | Collector Road 26m R.O.W. | |
| Low Density Residential | School | Local Road 22m R.O.W. | |
| Mixed Low/Medium Density Residential | Secondary Plan Area | Regional Road | |
| Special Residential | Bolton Settlement | Local Road | |
| | Future Grade Separation | Railway | |

The southern portion of the subject lands are located within the Mixed Low/Medium Residential designation. The Bolton South Hill Secondary Plan states that the Mixed Low/Medium Residential designation permits townhouse units with a minimum density of 16 units per net hectare with a maximum density of 24.8 units per net hectare. Section 7.2.5.3 contains the following policies with regards to Mixed Low/Medium Residential:

- “7.2.5.3.1 Development in the Mixed Low/Medium Residential designation shall occur at a density of not less than 16 units per net ha with a maximum on 24.8 units per net ha where net hectare is defined to be exclusive of public rights-of-way, parks, school sites, environmental policy area and open space policy area. An overall average density of 19.8 units per net hectare shall be achieved on those lands designated Mixed Low/Medium Residential.*
- 7.2.5.3.2 Permitted uses shall include single-family, residential semi-detached units, link units, street and en-bloc townhouse units.*
- 7.2.5.3.3 There shall generally be no more than 6 units per townhouse block.*
- 7.2.5.3.4 To achieve the housing mix goals of the Official Plan which are to provide approximately 30% of housing units within the South Hill Area for medium and high density purposes, each plan of subdivision submitted shall be encouraged to have approximately 30% of the proposed units for medium density development.”*

The northern portion of the subject lands are designated High Density Residential. High Density Residential permits the following:

- “7.2.5.5.1 Lands designated High Residential may be developed for high density residential uses with a density range of 49.4 to 85 units per net residential hectare. The maximum building height shall be 10.5 metres.*
- 7.2.5.5.2 Non-residential uses may be permitted in the ground floor provided they will not negatively impact residential development in the immediate vicinity. Site development shall include provision for suitable landscaping and building siting to ensure compatibility with the adjacent residential uses.”*

The proposed townhouse dwelling units are permitted uses in both the Mixed Low/Medium Residential designation and the High Density designations. The site contains an overall site density of 42.7 units per hectare. The High Density portion of the subject lands contains a density of 47.4 units per hectare and the Mixed Low/Medium Density portion of the subject lands contains a density of 27.3 units per hectare. The

overall density of the site provides for an efficient use of land and infrastructure through a compact built form typical for intensification areas. The compact built form of the proposed development represents an appropriate form of intensification for the Bolton South Hill area even though the overall density of the site slightly differs from what is prescribed in the High Density and Mixed Low/ Medium Residential designation.

Further, the proposed development is consistent with Provincial policy direction, and Regional and Town Official Plan objectives for intensification within the built boundary making efficient use of land and existing infrastructure. To this end, it is our opinion that a blended density rate between the High Density and Mixed Low/Medium Residential designations is appropriate for this development as the overall intent and form of the High Density and Mixed Low/Medium Residential designation is being maintained.

In addition, the proposed development generally around 6 units per townhouse block. However, there are 3 blocks that contain 7 units per townhouse block and 1 block which contains 8 townhouse units. Given that there are only a few block with more than 6 units per townhouse block, the development complies with the general intent of Section 7.2.5.3.3 of the Secondary Plan.

The Bolton South Hill Secondary Plan contains the following policy related to the 5th Sideroad:

“7.2.9.4 Portions of the Fifth Side Road will be closed as development approvals are given and Queensgate Boulevard is extended towards the Albion-King Road. The alignment shown on the Land Use Plan is approximate and priority will be given to protecting access for existing residents on the Fifth Side Road.”

The majority of the 5th Sideroad has been closed as part of the development of the surrounding neighbourhood. Currently, the 5th Sideroad from Queen Street South, east towards Landbridge Street remain opened. The Town has expressed their intention, through their DART comments, to close this portion of the 5th Sideroad so that the lands can be added to the proposed development. The 5th Sideroad lands have been included into the proposed development as requested by the Town and it is anticipated that these lands be transferred to Villalago Residences Inc.

The transportation policies of the Secondary Plan state:

“7.2.9.7 Reverse frontage development will be generally discouraged, except along the Albion-Vaughan/King Road, and the use of berming and/or service roads will be encouraged. Noise and vibration studies may be a factor in determining the road layout for those developments located adjacent to the C.P. Railway line.”

The townhouse units along Queen Street South front onto Queen Street and connect with a sidewalk and pathway in order to provide a pedestrian friendly environment along the streets edge. These units along Queen Street South are accessed from the rear laneway. Additionally, reverse frontages have been proposed along Street “1” to provide a compatible and pedestrian friendly interface with the existing community.

A Transportation Noise Impact Study has been completed by Valcoustics in support of the subject applications. The study concludes that with appropriate design of the development, the applicable MOE noise guideline requirements will be met. Development of residential units have not been proposed adjacent to the C.P Railway line. The lands adjacent to the C.P Railway line have been proposed for the visitor parking spaces in order to make efficient use of those lands.

The Bolton South Hill Secondary Plan states:

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

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

The proposed development completes the surrounding neighbourhood as it is one of the last large underutilized parcel in the area. The development also proposes to utilize existing services adjacent to the subject lands as well as link the existing sections of Stella Crescent and Queensland Crescent by a municipal road. A network of private roads which are accessed off of the new municipal road and Landsbridge Street are proposed to service the condominium residential development.

Although the proposed zoning by-law amendment contains a reduced backyard amenity area, the proposed development provides for a future park block to service the proposed development. The park has been situated along Landsbridge to also serve the needs of the surrounding neighbourhood. Therefore, the proposed development provides the appropriate provisions for parks.

A Stormwater management report has been prepared by RAND Engineering Corporation to ensure there is an adequate stormwater management system in place. The subject lands drain to a SWM Pond 4 located north east of the C.P. Railway crossing the Albion Vaughan Road. The Stormwater management report has determined that the Permanent Pool of this pond is sufficient to accommodate the proposed development.

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

5.5 Town of Caledon Zoning By-law 2006-50

The subject lands are currently zoned Prestige Industrial (MP-310), Townhouse Residential (RT-67) and Residential One (R1-68).

The MP-310 zone permits a range of Prestige Industrial uses. The MP-310 zone is not consistent with the land use designation and policies described by the Town's Official Plan as discussed in the above sections.

The RT-67 zone permits Townhouse dwellings and private home day care. The R1-68 zone permits detached dwelling, apartment accessory, private home day care and home occupation.

A Zoning By-law amendment will be required to implement the proposed development and is included as part of the submission materials.

6.0 Summary

As discussed in the above sections, the proposed residential development is consistent with the objectives and intent of the Provincial Policy Statement, Provincial Growth Plan, Peel Region Official Plan and the Town of Caledon Official Plan. The proposed development provides infill development within the built-up area and takes advantage of the existing infrastructure while providing for the anticipated housing needs in a density and compact built-form that is land efficient, pedestrian-scaled and which contributes to shaping vibrant neighbourhoods.

Further, the proposed built-form is compact, appropriately massed and articulated to define a pedestrian scaled street edge along Queen Street South and Street "1" contributing to an attractive urban streetscape while providing an appropriate built-form scaled to the surrounding residential neighbourhood. The development also contains a continuous pedestrian connection through the site from Queen Street South to the existing community, commercial plaza and future park.

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



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