



TOWN OF CALEDON
PLANNING
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PLANNING JUSTIFICATION REPORT

**OFFICIAL PLAN AMENDMENT (POPA 2021-0001),
ZONING BY-LAW AMENDMENT (RZ 2021-0003),
AND SITE PLAN (SPA 2021-0004)
APPLICATIONS**

GIUSEPPE SCENNA AND ALBION-VAUGHAN (12148) INC.

**12148 ALBION-VAUGHAN ROAD
TOWN OF CALEDON
REGION OF PEEL**

**1ST SUBMISSION - JANUARY 2021
2ND SUBMISSION – REVISED APRIL 28, 2023**

**PREPARED BY:
KLM PLANNING PARTNERS INC.**

KLM FILE NO. P-2623

Planning • Design • Development



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1.0 INTRODUCTION

KLM Planning Partners Inc. (“KLM”) has been retained by Giuseppe Scenna and Albion-Vaughan (12148) Inc. (“Owner” or “Applicant”), Owner of the subject lands municipally known as 12148 Albion-Vaughan Road, in Part of Lot 1, Concession 7, Town of Caledon, in the Regional Municipality of Peel, as shown on the Context Map on **FIGURE 1**.

The subject lands are irregular in shape and comprise 1.5 hectares (15,376.75 m2 or 3.8 acres) in size. The property is a through-lot fronting onto both Albion-Vaughan Road and Highway 50 to the east and west, respectively, and approximately 385 m to the north of Mayfield Road.

The Planning Justification Report (“PJR”) has been submitted in support of the subject applications for an Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”) and Site Plan (refer to the Site Plan drawing shown on **FIGURE 2** and Building Elevation drawings shown on **FIGURE 3** for the 6 and 7-storey apartment buildings) that are required to facilitate the development of the property for a future standard condominium complex comprising two, 6 and 7-storey apartment towers linked by an enclosed two-storey common amenity area with a total of 265 units (114 units in northerly Building A, and 151 units in southerly Building B).

The two linked residential apartment buildings will be sited on the developable portion of the site comprising 10,255.99 m2. The proposed building will front onto Albion-Vaughan Road and will have the main driveway entrance centrally located along this frontage with service driveways located at the northeast and southeast corners of the property to facilitate moving and garbage access to each of the respective buildings. The main circular driveway will lead to 10 surface visitor parking spaces and to a ramp leading to two underground parking levels containing a total of 452 resident parking spaces (ie. 221 spaces on Level P1, and 231 spaces on Level P2). The remainder of the property along the west and northwest areas of the property will contain a watercourse that will be re-channelized and re-naturalized and include a 10 m wide vegetated buffer to be conveyed by the Owner into public ownership.

A Development Application Review Team (“DART”) Application (Town File: PRE-15-0141 (DART III)) was submitted to the Town of Caledon Planning staff on November 6, 2019, and a response letter dated December 5, 2019 was received by the Applicant outlining the required submission materials for a future “complete application”. The DART Letter was subsequently extended by Town staff to the end of December 2020, with a further extension granted to the end of January 2021. On January 27, 2021, the Owner

submitted the necessary materials to the Town comprising the first complete submission for the OPA, ZBA and Site Plan applications, in accordance with the DART letter requirements.

This revised PJR that forms part of the Second Submission materials (Spring 2023) to the Town reflects the changes made to the site and building design that address the first circulation comments received from Town departments and external public agencies in August 2021, and is also intended to provide an updated overview of the development proposal as it relates to the applicable Provincial, Regional and local land use planning policies and documents including the Town's comprehensive zoning by-law. The PJR will also provide an analysis and planning rationale for the development, outlining how the proposal represents an appropriate form of development and good land use planning.

The main differences between the January 2021 and March 2023 PJR's include the following:

- Road widenings are reflected on the site plan drawing along both Albion-Vaughan Road (ie. 36 m ROW and 18 m from centreline; boundary road with the City of Vaughan) and Highway 50 (ie. 50.5 m ROW and 25.25 m from centreline; Region of Peel arterial road) that have the effect of reducing the Owner's developable landholding and significantly impacting the east side of the property.
- The previous 10 townhouse units (ie. two blocks of 5 units each) have been eliminated along the Albion-Vaughan Road frontage as there is insufficient land remaining after the easterly road widening is conveyed to the Town to facilitate both the apartment buildings and townhouse blocks.
- In order to compensate for lost density with the elimination of the townhouse units, the southerly Building B has increased in height from 6 to 7 floors, and Building B has been elongated at the southeast end to create additional apartment units.
- The original development proposal was based on 240 apartment units and 10 townhouse units for a combined total of 250 residential units. The current development proposal is based on 265 apartment units.

This PJR concludes that the proposed development will facilitate the efficient use of an underutilized parcel of land within a part of the south Bolton community that is currently redeveloping with street townhouse dwellings, a 4-storey senior's building, amongst existing detached dwellings to the north, and a recently constructed self-storage warehouse directly to the south. The proposed development will make efficient use of existing and planned municipal and regional infrastructure within the immediate area.

The proposed residential development is consistent with the *Provincial Policy Statement (PPS - May 1, 2020)*, conforms to the relevant policies of *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan - August 2020, Office Consolidation)*, the *Region of Peel Official Plan (September 2021, Office Consolidation)*, and the *Town of Caledon Official Plan (April 2018, Office Consolidation,)*.

Figure 1 – Context Map




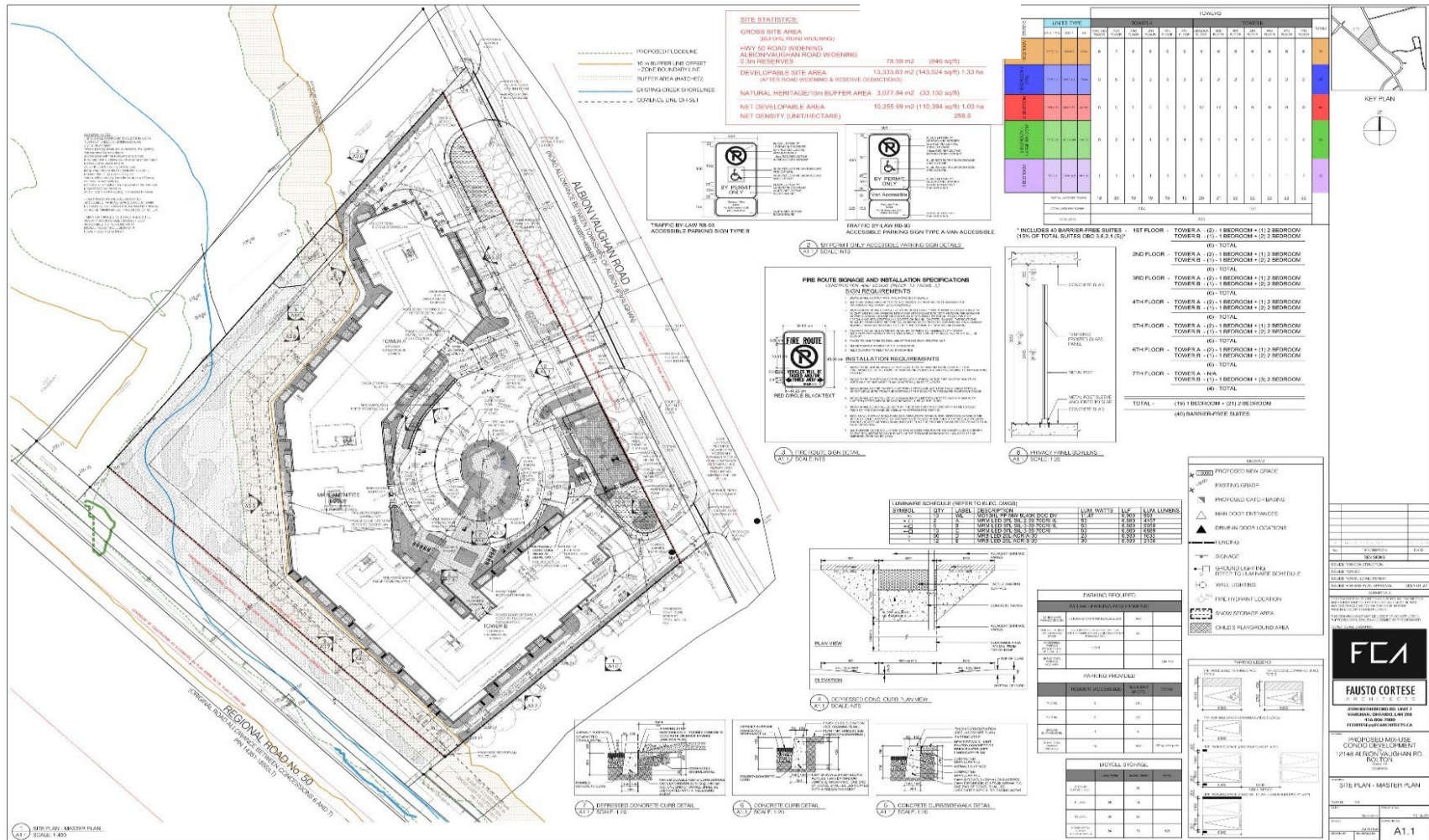
 **Subject Lands**
 12148 Albion-Vaughan Road
 Part of Lot 1, Concession 7
 Town of Caledon
 Regional Municipality of Peel



Figure 2 - Proposed Site Plan



Giuseppe Scenna and Albion-Vaughan (12148) Inc.
Planning Justification Report (2nd Submission)
Town of Caledon

Figure 3.1: Proposed Apartment Building Elevations

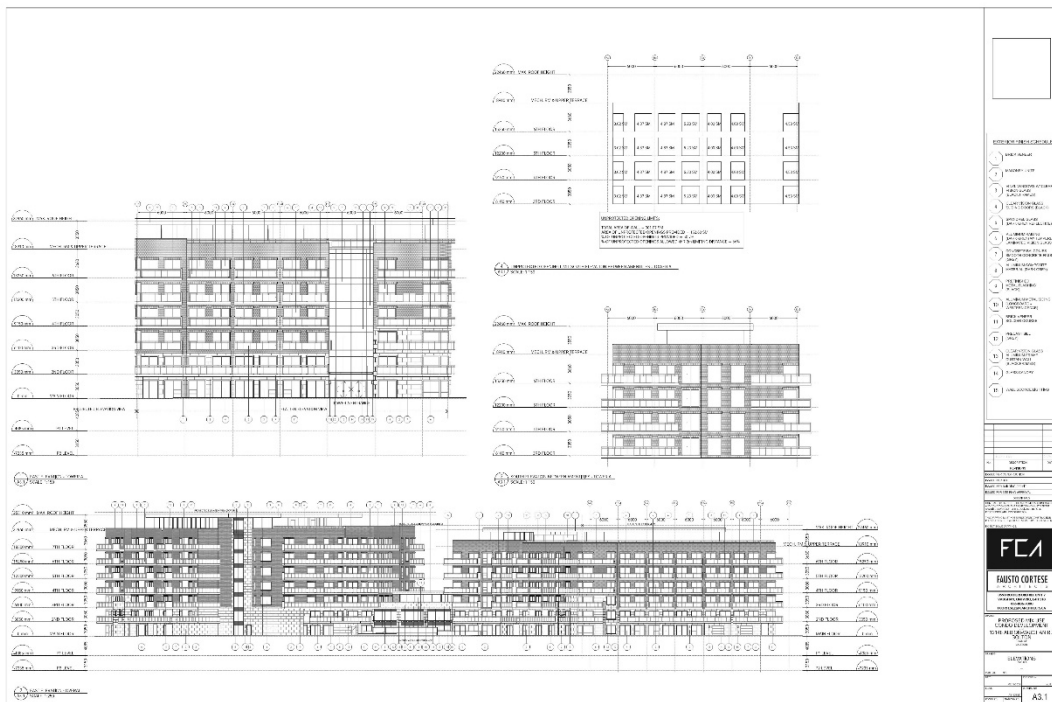
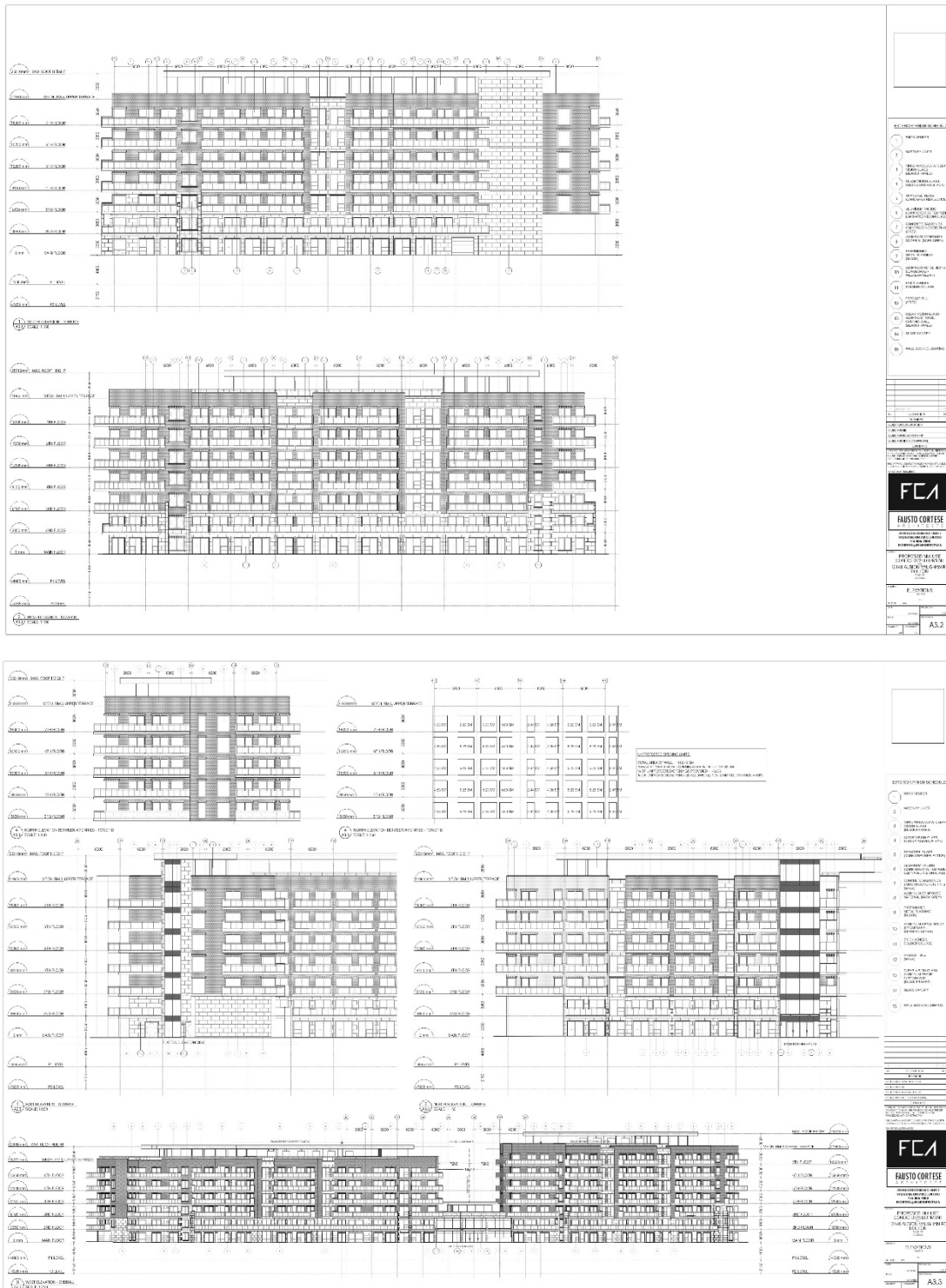


Figure 3.2: Proposed Apartment Building Elevations



2.0 AREA CONTEXT

The subject lands are located in the southeast area of the Town of Caledon within the community of Bolton. The property is irregularly shaped and contains a watercourse that traverses through the west and northwest areas of the site. The remainder of the site is currently developed with a few residential dwellings and accessory structures that are not being lived in and will eventually be demolished, and upon Town Council's approval will serve as a future sales office for the proposed development. There are a few small clusters of trees in the central portion of the property near the existing dwellings. The site currently has driveway access on both Albion-Vaughan Road and Highway 50 however, the Highway 50 access will be closed to vehicles and the Albion-Vaughan Road access will become the primary entranceway to the future residential development. The Highway 50 access is proposed to be converted into a pedestrian walkway that will link the development site to the existing sidewalk on Highway 50.

The property was walked and staked by the Toronto and Region Conservation Authority (TRCA) in 2019, to confirm the development limits for the tableland. The previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location adjacent to the west and northwest property lines. The current Owner has been working with the TRCA over the last few years to prepare detailed plans to facilitate the realignment of the watercourse to its original location together with the inclusion of a 10 m wide naturally revegetated buffer. On April 9, 2021, the TRCA approved the Owner's detailed submission and issued Permit C-210305 to address the above works.

The surrounding land uses include the following:

North:	four (4) residential lots containing single-detached dwellings and accessory structures; recently constructed street townhouses, 4-storey senior's building, and industrial / commercial buildings further north
South:	recently constructed 4-storey self-storage building; car wash and car dealership further south
East:	Albion-Vaughan Road (boundary road with the City of Vaughan – 2 lanes with unpaved shoulders); rural residential and industrial across the road within the City of Vaughan
West:	Highway 50 (Region of Peel arterial road – 4 lanes with centre median); employment lands across the road

The immediate south Bolton area is comprised of a mix of existing residential detached dwellings, and industrial and commercial buildings. A recently built street townhouse development and 4-storey senior's

building located further north of the subject lands on the west side of Albion-Vaughan Road has established new residential activity within this area of the south Bolton community, within the Town of Caledon.

3.0 DEVELOPMENT PROPOSAL

Giuseppe Scenna and Albion-Vaughan (12148) Inc. is submitting applications to the Town of Caledon to amend the Official Plan and Zoning By-law and for Site Plan approval to permit the development of the property for a future condominium complex comprising two, 6 and 7-storey apartment buildings linked by an enclosed two-storey common amenity area with a total of 265 dwelling units (ie. 28,266.30 m² or 304,255.92 sq.ft GFA) fronting on Albion-Vaughan Road. The existing watercourse along the west side of the property will be realigned eastwards to its original location on the site and will include a 10 m wide buffer that will be naturalized and conveyed into public ownership.

The current property size will decrease from 15,375.96 m² to 10,255.99 m² upon conveyance of the valley lands (3,077.84 m²) to a public authority, together with the conveyances of the required road widenings and 0.3 m reserves (78.59 m²) for both Highway 50 (811.65 m²) and Albion-Vaughan Road (1,151.89 m²) to the Region of Peel and the Town of Caledon. As a result, the apartment development will have a proposed density of 258.4 units/ha (ie. 265 units / 1.025599 ha) or rounded-up to 258.5 units/ha.

4.0 PLANNING APPLICATIONS

4.1 OFFICIAL PLAN AMENDMENT

The Owner has submitted an OPA Application to address the policies contained within the *Special Residential* designation in the *Town of Caledon's Official Plan (April 2018, Office Consolidation)* to justify the appropriateness of the proposed residential apartment development under a *High-Density Residential* designation. The OPA application will also facilitate the redesignation of the valley lands comprising the watercourse and associated 10 m buffers from *Special Residential* to an *Environmental Policy Area* designation to allow for these lands to be protected and conveyed into public ownership. The proposed amendment will include site-specific Official Plan policies applicable to the proposed development of the property as identified in Section 7.0 of this PJR.

4.2 ZONING BY-LAW AMENDMENT

The Owner has submitted a ZBA Application to amend the Town of Caledon's Comprehensive Zoning By-law 2006-50, as amended, in order to rezone the subject lands from RR Rural Residential Zone to RM Multiple Residential Zone and EPA1 Environmental Policy Area 1 Zone, to permit the proposed residential apartment development and the protection of the natural heritage features, respectively. The proposed

amendment will include site-specific zoning exceptions applicable to the proposed development of the property as identified in Section 8.0 of this PJR.

4.3 SITE PLAN

The Owner has submitted a Site Plan Application to permit construction of the net developable area of the site (ie. 10,255.99 m² or 110,394 sqft) for a future condominium apartment complex comprising two, 6 and 7-storey apartment buildings linked by an enclosed two-storey common amenity area with a total of 265 units fronting onto Albion-Vaughan Road. The total gross floor area (GFA) of the development is 28,266.3 m² (304,255.92 sqft) representing a density of 258.5 units/ha on the net developable site area.

A total of 462 parking spaces will serve the apartment complex (464 spaces are required by the Town's Zoning By-law resulting in a parking deficiency of 2 spaces or 0.4 %) including 10 surface spaces and 221 underground spaces on the P1 level and 231 spaces on the P2 level. Of the total parking count, 12 spaces will be reserved for accessible parking including 4 surface spaces and 8 underground spaces on the P1 level.

The previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location adjacent to the west and northwest property lines. The current owner has been working with the TRCA to realign the watercourse to its original location that will include a 10 m wide naturally revegetated buffer to be conveyed to the TRCA. On April 9, 2021, the TRCA approved the Owner's detailed submission and issued Permit C-210305 to address the re-channelization and re-naturalization of the watercourse and abutting buffer lands.

5.0 SUPPORTING STUDIES

In addition to the PJR prepared by KLM Planning Partners Inc., several studies have been prepared by various professional consultants working on this project in support of the proposed residential development. These studies have been submitted under separate cover to the Town of Caledon and formed part of the "*complete application*" for the first submission. A summary of each study is provided below, which forms the basis of support for the OPA, ZBA and Site Plan applications.

Where a consultant has made changes to their work as part of the second submission materials, the PJR includes updated details including changes to any recommendations. A copy of an updated consultant materials will form part of the second submission to the Town.

5.1 ARCHAEOLOGICAL ASSESSMENT (STAGE 1-2)

The Stage 1-2 Archaeological Assessment ("AA") dated November 17, 2016 was prepared by Archeoworks Inc. The Stage 1 background research identified an elevated potential for the recovery of archaeologically significant materials within the study area. Elevated archaeological potential was determined based on a

proximity within 300 metres of: historic structures, historic transportation routes, a listed heritage resource, previously registered archaeological sites, and a secondary hydrological resource.

During the Stage 2 AA, visible disturbances were encountered, including extant structures, and gravel/asphalt driveways and parking spaces. Also, a permanently wet area of no archaeological potential associated with a tributary of the Humber River was encountered. The remaining balance of the study area was subjected to a test pit form of survey conducted at five and 10-metre intervals. Despite careful scrutiny, no archaeological resources were encountered during the Stage 2 AA.

Considering the study area tested negative for archaeological resources, the consultant recommended the following:

1. *The study area is considered free of archaeological concern. No further archaeological investigation is recommended.*

Archeoworks also indicated that no construction activities shall take place within the study area prior to the Ministry of Tourism, Culture, and Sport (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

On January 4, 2018, the Ministry of Tourism, Culture and Sport wrote to Archeoworks, and indicated the following:

The report documents the assessment/mitigation of the study area as depicted in Map 13 of the above titled report and recommends the following:

1. *The study area is considered free of archaeological concern. No further archaeological investigation is recommended.*

No construction activities shall take place within the study area prior to the Ministry of Tourism, Culture, and Sport (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

There are no archaeological comments to address from the first circulation nor are there any additional updates that need to be made by the consultant on the original Stage 1-2 Archaeological Assessment as part of the second submission materials.

5.2 SCOPED ENVIRONMENTAL IMPACT STUDY

The Scoped Environmental Impact Study (“EIS”) dated December 23, 2020 and updated April 24, 2023 was prepared by Palmer and undertook a review of background material, an ecological field survey, an analysis of data using current scientific understanding of the ecology of the area and natural heritage policy requirements, and then evaluated the environmental sensitivities, constraints and development opportunities of the subject property. The subject lands include a watercourse (Robinson Creek) that is a tributary of the Rainbow Creek, which is part of the Main Humber River Watershed, along the west side of the property and is located within a TRCA Regulated Area.

The site does not contain any significant vegetation (including the species at risk - Butternut tree), wildlife, or aquatic species. The existing channel on the site is approximately 1.5 m in width and is to be realigned through the redevelopment of the property. The proposed development is setback a minimum of 10 m from the bankfull width of the realigned creek, and restoration / naturalization of both this area and the entire redesigned floodplain is proposed (the Planting Area - the natural feature setback and floodplain area is to be restored with approximately 2,000 m² and allow planting of about 330 trees or 2,000 shrubs, or a combination thereof). The proposed restoration is designed to be comprised of native, self-sustaining vegetation. The Planting Area will be further buffered by planting the flood / erosion hazard setback with a native grass seed mix.

Based on the results of Palmer’s original and updated study, and in their professional opinion, the proposed development is environmentally feasible and would not result in a negative impact to the natural heritage features provided that the recommended mitigation and enhancement measures identified in their report are implemented. Restoration of the realigned creek and redesigned floodplain is expected to result in a net gain in the environmental quality of the watercourse system and adjacent lands.

5.2.1 ADDENDUM EIS LETTER

Upon review of the first circulation comments from the Town of Caledon, there was a need to address the proposed concrete pathway that was shown partially within the 10 m wide buffer along the west side of the apartment buildings. The comments related to having the pathway located entirely on the future condominium lands and outside of the 10 m wide buffer together with a chain link fence separating the public and private realms. To address these comments and maintain the original walkway location, Palmer prepared an Addendum EIS Letter dated March 2, 2022 that was sent to the TRCA for their review and acceptance that would justify the site design based on the following ecological and design rationale:

- *support for the native seeding plan for the 10 m floodplain setback;*
- *support for the walking pathway at the edge of the 10 m floodplain setback;*
- *confirmation that paving is acceptable for the pathway at this location; and,*

- *support or comment on the potential to grant an easement to the proponent / future condominium owner for the 10 m floodplain setback to allow for the maintenance of the floodplain setback area, while this area would be dedicated to a public authority. As of yet, no authority has formally requested ownership.*

Note: Palmer's fencing preference would be to keep the 10 m floodplain setback open, allowing the restoration plan planted trees / shrubs to provide a natural barrier between the natural feature restoration Planting Area and the 10 m floodplain setback. This would allow the future condominium owner to have access to maintain the pathway and mow the grass in the 10 m floodplain setback. Palmer would be open to erecting a fence between the 10 m floodplain setback and restoration Planting Area if necessary, but believe the plantings would suffice as a barrier.

On March, 11, 2022, the TRCA responded back in writing and confirmed the following:

- *TRCA staff support the use of a native seeding plan within the 10m floodplain buffer.*
- *TRCA staff support the location of the paved pathway along the periphery of the 10m floodplain buffer as was shown on the drawings approved as part of our permit.*
- *Provided the extent of the pathway remains the same, pavement options are left at the discretion of the applicant.*
- *An easement for the allowance of maintenance of the 10m buffer and pathway in favor of the proponent/future condominium owner can be supported. It is our expectation that this maintenance will maintain the naturalized portions of the buffer as approved going forward.*
- *TRCA staff are in agreement that the proposed compensation plantings will form sufficient physical barrier to the Natural System and that further fencing will not be required.*

The second submission drawings will reflect the TRCA's March 11, 2022 comments.

5.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

The Phase 1 Environmental Site Assessment ("ESA") dated November 30, 2020 was prepared by Palmer, and provides information on their site reconnaissance, historical record review, interviews with knowledgeable individuals, and conclusions. Palmer's study area included lands within 225 m from the subject property. The Phase 1 ESA report concluded the following:

Based on the information obtained as part of the Phase One ESA, it is concluded that nine (9) potentially contaminating activities (PCAs) were identified either on the Phase One Property or within the Phase One Study Area. These PCAs were deemed to be contributing to nine (9) areas of potential environmental concern (APECs) on the Phase One Property.

A Phase Two ESA is recommended to assess subsurface impacts as a result of the aforementioned PCAs and APECs. The scope of the Phase Two ESA should entail the analysis of representative soil and

ground water samples from the Phase One Property for the contaminants of potential concern identified; including PHCs, VOCs, and Metals & Inorganics.

5.3.1 PHASE 2 ENVIRONMENTAL SITE ASSESSMENT

The Phase 2 ESA dated April 3, 2023 was prepared by Palmer, and concluded the following (in part):

In comparison with the new (2011) Ontario Soil, Ground Water, and Sediment Standards for Use Under Part XV.1 of the EPA criteria, the results of laboratory analyses revealed Petroleum Hydrocarbons (PHCs) exceedances in the soil in the central portion of the Phase Two Property, and Metal and Inorganic exceedances in the southern portion of the Phase Two Property in comparison to Table 3 SCS for residential/parkland/institutional (RPI) property uses with fine-medium textured soils in a non-potable ground water condition.

The aforementioned PHC soil exceedances in the central portion of the Phase Two Property are likely associated with staining observed on the ground adjacent to a drum of unknown liquid. The Lead and Cadmium exceedances in the southern portion of the Phase Two Property are likely associated with the importation of fill of unknown quantity.

Two (2) areas of impacted soil (PHC and Metals) have been identified on the Phase Two Property. These soil contaminants are located in the upper fill materials in the garage structure and within a stockpile of soil located on the southwestern portion of the property.

As the soil analytical results exceeded the Table 3 RPI standards in two (2) areas on the Phase Two Property, remedial activities were conducted to remove all of the PHC impacted upper fill materials within the garage. Stockpiled fill impacted with Cadmium and Lead should be disposed of off-site prior to land clearing and grading activities for the proposed redevelopment of the Site. Palmer has assumed that stockpiled material will be removed off-Site during the regrading of the Phase Two Property. Soil verification samples collected during the soil excavation in the garage structure were below the Table 3 RPI standards, thus the formerly identified area of PHC contamination was successfully remediated on the Phase Two Property.

5.4 GEOTECHNICAL INVESTIGATION REPORT

A Geotechnical Investigation Report dated January 2017 and prepared by Soil Engineers Ltd. was inadvertently submitted as part of the first submission, and referred to an earlier townhouse proposal that was not pursued and did not include any analysis for an apartment building containing underground levels. The Geotechnical Investigation Report that should have been submitted for an apartment building containing two underground parking levels was prepared by Davroc Testing Laboratories Inc. dated December 2020, and forms part of the second submission materials.

The Davroc report was based on six (6) boreholes that were drilled and sampled on the property in November and December 2020. The report concluded that the soils on the property could support an apartment building with 2 underground parking levels subject to the details and recommendations contained in the report.

5.5 HYDROGEOLOGICAL IMPACT ASSESSMENT

The Hydrogeological Report dated December 23, 2020 and as amended on April 21, 2023, was prepared by Palmer, and undertook a review of the site information, including a characterization of site geology and hydrostratigraphy, groundwater conditions (ie. groundwater levels, hydraulic gradient, and hydraulic conductivity), nearby water wells and Source Water Protection. Palmer also completed an effects assessment based on the site conditions and provided a series of hydrogeological development considerations. Palmer indicated that for construction dewatering in excess of 50,000 L/day, a registration under the MECP Environmental and Sector Registry (EASR) is required, and that if dewatering exceeds 400,000 L/day, a Permit to Take Water (PTTW) is required. As part of the second submission, Palmer updated their Hydrogeological Report dated April 21, 2023, to address Region of Peel comments from the first submission relating to private wells in the area.

The following conclusions and recommendations were summarized by Palmer in their April 21, 2023 report:

- *Underlying the site is the Halton Till Aquitard, which consists of clay to silt textured till, which is derived from glaciolacustrine deposits or shale.*
- *A small tributary to the Humber River intersects the west corner of the property. This channel has been historically realigned and appears to be perched on the till deposits.*
- *Based on a review of the MECP water well record database, 42 water wells are situated within a 500 m radius of the project boundary. Of the water wells, 16 are for domestic use, 1 is for livestock and domestic, 1 is for industrial and domestic, 10 are for monitoring, 3 are for monitoring or test holes, 5 are not used, 1 is for other, and 5 are unknown.*
- *Based on the grain size analyses, the geometric mean hydraulic conductivity of the site is approximately 1.1×10^{-8} m/s and is found to be 1.2×10^{-7} m/s and 1.0×10^{-9} m/s for BH1 and BH2, respectively.*
- *The site is not situated within Source Water Protection regulatory zones (HVA, SGRA, etc.) and will not require a Section 59 Permit. It was also confirmed that the site is not located within a WHPA-Q1/Q2 (recharge management) and is not subject to the recharge management policies under the Source Protection Plan.*
- *No significant threat is expected which would require stormwater management and/or water balance restrictions. It is not expected that construction will cause adverse effect to nearby natural features.*
- *Construction dewatering rate are expected to be very low to negligible for this project. An estimated rate of 16,940 L/day could be expected to account for variability in the soil. Dewatering at this rate will be manageable with the use of sump pumps, which can be discharged in the surrounding drainage ditches on site following mitigation for sediment. No long-term dewatering is expected to be required.*

- *Provisions should be to account for direct precipitation over the excavation area. A discharge agreement with Peel Region would be required to discharge stormwater to the roadside ditching.*
- *Based on a review of MECP water well records, no adverse impact to existing water users is anticipated.*
- *A Permit To Take Water (PTTW) or a registration on the Environmental and Sector Registry (EASR) from the MECP are not expected to be required for this project.*

5.6 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

The initial Functional Servicing and Stormwater Management Report (FSR & SWMR) dated December 2020 was prepared by Masongsong Associates Engineering Limited (“Masongsong”), and undertook a review of the servicing (water main, and sanitary and storm sewer capacity) and stormwater management associated with the proposed development of the subject lands for a total of 250 apartment and townhouse residential dwellings. Based on the site plan and building design changes reflected in the Owner’s second submission for 265 residential apartment units, Masongsong updated their FSR & SWMR (dated January 2023) and provided the following conclusions and recommendations that demonstrates that the proposed residential development can be accommodated by the existing local infrastructure. More specifically:

- ***Water Service** will be provided by an existing 300 mm diameter municipal watermain located on Albion-Vaughan Road. A proposed 150mm fire servicing with 100mm domestic branch will be used to service the subject site. A proposed private fire hydrant will be provided as per Fire Code requirements.*
- ***Sanitary Service** is accommodated by the existing 200 mm diameter sanitary sewer running on Albion-Vaughan Road. A 200mm diameter service lateral is proposed to service the subject development.*
- ***Stormwater Quantity Controls** will be provided for each storm event using an underground storage tank located on P1. The outlet will directly discharge into Robinson Creek.*
- ***Stormwater Quality Controls** A treatment train of LID devices (roof green, rainwater harvesting) will provide on-site stormwater quality controls. Supplementary quality control and TSS removals will be provided by a Jellyfish Filter.*
- ***Water Balance** will be provided by storage roof green.*
- ***Quality control** for TSS removal meeting will be provided with 1 Jellyfish filter JF-6-4-1-27. The filter will provide pre-treatment ahead of discharge on the existing channel.*
- ***Erosion and Sediment Controls** will need to be implemented during development until the site has been stabilized with groundcover.*

5.7 CHANNEL DESIGN AND MODELLING

The Channel Design and Modelling dated December 2020 was prepared by Masongsong Associates Engineering Limited and by Palmer, and undertook to design the rechanneling and restoration works for the watercourse along the westerly limits of the site, which the two consultants worked closely with the

TRCA as it is intended that these lands will be conveyed into public ownership. Detailed drawings and documentation were forwarded under separate cover directly to the TRCA for their review. Copies of these materials were included in the first complete submission for review by the Town of Caledon and the Region of Peel. On April 9, 2021, the TRCA approved the Owner's detailed submission to address the above works and issued Permit C-210305.

5.8 TRAFFIC IMPACT AND PARKING STUDY

The initial Traffic Impact and Parking Study dated November 2020 was prepared by Paradigm Transportation Solutions Limited and reviewed the traffic and parking associated with the development of the site with two townhouse blocks and a 6-storey condominium apartment building with a combined 250 residential units and the provision of 453 parking spaces. The Paradigm Report has since been updated (dated December 2022) to address the revised site plan design for a 6 and 7-storey apartment building containing 265 units and 460 parking spaces, and the comments received from the first submission, and concludes the following:

- *Under base year conditions, all study area intersections operate at acceptable level of service and within capacity.*
- *For the 2029 background traffic conditions (without the subject development), all study area intersections are forecast to operate at acceptable levels of service and within capacity.*

The exception would be the Regional Road 50 and Albion-Vaughan Road / Mayfield Road intersection, where the overall intersection v/c ratio is forecast to be 0.95 during the AM peak hour. The southbound dual through movement is reported to operate with a v/c of 0.94 during the AM peak hour.

- *Under the 2029 total traffic conditions (with subject development), all study area intersections operate at acceptable levels of service and within capacity.*

The previously identified critical movements would continue to be reported, albeit slightly exacerbated.

- *The overall impact of the proposed residential development is anticipated to be minimal. The development is estimated to generate and add a total of 105 and 104 vehicle trips to the adjacent transportation network during the AM and PM peak hours, respectively.*

The additional traffic would be less than daily traffic variations typically experienced. It is determined the site generated traffic would increase volumes at the study area intersections between 1.0 to 2.3%.

While not identified as a critical movement, auxiliary dual left-turn lanes were investigated at the westbound approach at the intersection of Regional Road 50 and Albion-Vaughan

Road/Mayfield Road intersection. The movement is acknowledged to be approaching capacity under 2029 background and total traffic conditions.

As analyzed with dual left-turn lanes on the westbound approach and optimization of signal timing splits within exiting cycle lengths, the overall intersection is reported to operate at acceptable levels of service and with all movements within capacity under the 2029 horizon.

- *At the main central site access intersection with Albion-Vaughan Road, it was determined an auxiliary northbound left-turn lane would be warranted from a volume perspective. It is noted that the auxiliary left-turn lane is not required from an operational standpoint.*
- *The proposed overall parking results in a theoretical deficiency of 2 spaces in comparison to the minimum zoning by-law requirements. That is, the visitor parking requirements would be satisfied; however, the proposed resident parking requirements would be theoretically deficient by 0.5%.*

The proposed resident parking supply is anticipated to adequately serve the residential development. The main basis in support of the minor reduction is supported by ITE Parking Generation forecasts of peak parking demands. The proposed resident supply would result in a surplus of parking based upon the forecast peak demands. Additionally, parking spaces will be unbundled from residential units.

- *A review of the site plan was undertaken. No major conflicts or issues were identified for the anticipated design vehicles expected on-site.*

The Paradigm Report recommends the following:

- *From a transportation perspective, the planning applications should be approved as the development is determined to have a minimal impact on the adjacent transportation network.*
- *The intersection volumes and operations at the Regional Road 50 and Albion-Vaughan/Mayfield Road intersection be monitored by the applicable jurisdiction to determine when dual westbound left-turn lanes should be provided.*
- *Regardless of being warranted, a northbound auxiliary left-turn lane is not required at the central site access intersection on Albion-Vaughan Road based upon forecast traffic operations.*

5.9 NOISE IMPACT STUDY

The initial Noise Impact Study dated January 20, 2021 was prepared by HGC Engineering to review the impact of noise sources on the original 6-storey apartment building and 3-storey townhouse buildings. The primary sources of noise were identified to be road noise from both Albion-Vaughan Road and Highway 50.

The Noise Impact Study has since been revised (dated January 30, 2023) by HGC to address the updated site and building design for 6 and 7-storey apartment buildings, and recommends the following:

For traffic noise:

1. *Central air conditioning will be required for all dwelling units.*
2. *Upgraded glazing constructions are required as noted in Section 5.3.*
3. *The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues. (Note: the warning clauses are contained in the HGC study).*

For stationary noise:

4. *The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of proximity to existing industrial uses.*

To ensure that the noise control recommendations outlined above are properly implemented, HGC Engineering further recommended that:

1. *Prior to the issuance of occupancy permits for this development, the Municipality's building inspector or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should certify that the noise control measures have been properly incorporated, installed, and constructed.*

5.10 ARBORIST REPORT AND TREE PRESERVATION PLAN

The Arborist Report and Tree Preservation Plan dated December 23, 2020 and as amended on March 31, 2023, was prepared by Palmer and undertook an assessment of applicable policy, methods and results of the tree inventory completed for the property, and the identification of trees to be retained and trees to be removed. Recommendations for tree removals, replacement tree species and planting locations are also provided in the report, as well as, recommended tree protection measures for trees to be retained.

The tree inventory included 34 individual trees and a grouping of Eastern White Cedar trees. A total of 5 trees are to be retained and consist of Eastern White Pine, a native species. These trees are considered to be in good health and are located in the northwest area of the site.

A total of 24 trees (scattered throughout the site) and one grouping of trees are proposed to be removed to accommodate the proposed development. Most of the trees are in good health, however, there are some trees that are diseased (affected by Emerald Ash Borer) or dead. Also, since the original inventory was done in 2016, 5 Ash trees along the southeastern property boundary were removed (between 2016 – 2018), likely due to the development of the adjacent southerly property for a storage facility.

The 5 trees to remain will be protected by tree protection fencing in accordance with Palmer's Tree Preservation Plan, which is to be placed at a minimum beyond the dripline in accordance with Town standards.

Palmer's report indicates of the 29 trees to be removed, 22 are live trees to be considered for compensation by the Town's Tableland Tree Removal Compensation Ratio (2020). The 5 ash trees previously removed are assumed to have removal conditions previously obtained from Caledon, and will not be proposed for compensation. Also, dead trees were not considered in the compensation ratio, including 1 dead Spruce, a dead Ash, and the dead Eastern White Cedar group. Based on the Town's compensation ratio, 29 trees are required to compensate for the removal of trees on the property. Planting and restoration efforts will aim to restore the natural areas where disturbances have occurred. The trees will be planted within and adjacent to the Robinson Creek restoration area along the west limits of the property and incorporated into the landscape plan for the project.

5.11 PEDESTRIAN AND TRAIL LINK PLAN

The initial Landscape Plan dated November 2020 (with an issued for submission date of December 22, 2020, Revision #3) was prepared by Marton Smith Landscape Architects (MSLA), and included a Pedestrian and Trail Link Plan. An updated Pedestrian and Trail Link Plan dated November 2020 (with an issued for submission date of January 20, 2023, Revision #6) forms part of the second submission to address the current 6 and 7-storey apartment building development proposal. This plan shows a pedestrian path located on the west side of the apartment building adjacent to the 10 m wide buffer next to the watercourse and the internal walkway system within the developable area of the site that connects to building entrances and to Albion-Vaughan Road. There will also be a pedestrian connection at the southwest corner of the property to connect with the existing sidewalk to the south on Highway 50. This inter-connected pathway system will allow the future residents of this complex to walk uninterrupted throughout the property whether for exercise or to enjoy the visual context that will be provided by the naturally re-vegetated area next to the watercourse and for connections out to the main roads to the east and west.

The Pedestrian and Trail Link Plan also shows Albion-Vaughan Road as a future cycling route. Bicycle parking areas are being provided close to the building entrances as well as within the building to promote and facilitate cycling opportunities as an alternative to vehicular modes of transportation.

In light of changes to the site and building design reflected in the second submission, the Landscape Plan dated November 2020 (with an issued for submission date of January 20, 2023, Revision #6) has been updated. Upon review of the first circulation comments from the Town of Caledon, there was a need to address the proposed concrete pathway that was shown partially within the 10 m wide buffer along the west side of the apartment buildings. The comments related to having the pathway located entirely on the future condominium lands and outside of the 10 m wide buffer together with a chain link fence separating the public and private realms.

To address these comments and maintain the original walkway location, Palmer prepared an Addendum EIS Letter dated March 2, 2022 that was sent to the TRCA for their review and acceptance that would justify the site design based on the following ecological and design rationale:

- *support for the native seeding plan for the 10 m floodplain setback;*
- *support for the walking pathway at the edge of the 10 m floodplain setback;*
- *confirmation that paving is acceptable for the pathway at this location; and,*
- *support or comment on the potential to grant an easement to the proponent / future condominium owner for the 10 m floodplain setback to allow for the maintenance of the floodplain setback area, while this area would be dedicated to a public authority. As of yet, no authority has formally requested ownership.*

Note: Palmer's fencing preference would be to keep the 10 m floodplain setback open, allowing the restoration plan planted trees / shrubs to provide a natural barrier between the natural feature restoration Planting Area and the 10 m floodplain setback. This would allow the future condominium owner to have access to maintain the pathway and mow the grass in the 10 m floodplain setback. Palmer would be open to erecting a fence between the 10 m floodplain setback and restoration Planting Area if necessary, but believe the plantings would suffice as a barrier.

On March, 11, 2022, the TRCA responded back in writing and confirmed the following:

- *TRCA staff support the use of a native seeding plan within the 10m floodplain buffer.*
- *TRCA staff support the location of the paved pathway along the periphery of the 10m floodplain buffer as was shown on the drawings approved as part of our permit.*
- *Provided the extent of the pathway remains the same, pavement options are left at the discretion of the applicant.*
- *An easement for the allowance of maintenance of the 10m buffer and pathway in favor of the proponent/future condominium owner can be supported. It is our expectation that this maintenance will maintain the naturalized portions of the buffer as approved going forward.*
- *TRCA staff are in agreement that the proposed compensation plantings will form sufficient physical barrier to the Natural System and that further fencing will not be required.*

5.12 LIGHTING - PHOTOMETRIC PLAN

The initial Lighting – Photometric Plan dated October 14, 2020 was prepared by Tristar Engineering, which showed how the site will be lighted and the light intensity across the site. An updated Lighting – Photometric Plan dated January 19, 2023 was prepared for the revised site plan development for the 6 and 7-storey apartment. The Plan shows that the site will be lighted using both pole lighting and bollard lighting around the perimeter of the buildings, within the central court yard, and in the vicinity of the driveways

and accesses. The lighting intensity is the strongest within the court yard being the most travelled area of the site, and is less intense near the property limits thereby minimizing impact to adjacent neighbours.

5.13 SHADOW STUDY

In light of changes to the development proposal to include a 7th storey for the southerly Building B and the elimination of the townhouses, the Shadow Study received on March 10, 2023 by Fausto Cortese Architects (FCA) identifies the shadow impacts throughout the day and course of the year for March 20 (Spring Equinox), June 21 (Summer Solstice), September 22 (Fall Equinox), and December 21 (Winter Solstice).

In the Spring, most of the shadows are cast over the site with shadows slightly extending across Albion-Vaughan Road to the east.

In the Summer, most of the shadows throughout the day are cast over the site and are rather minimal.

In the Fall, most of the shadows are cast over the site with shadows slightly extending across Albion-Vaughan Road to the east.

In the Winter, most of the shadows are cast over the site and extend slightly to the northwest over Highway 50, and slightly over the property to the north.

Overall, there is minimal shadow impact to the adjacent lands. The greatest shadows occur in the Winter, followed by Spring and Fall. The least amount of shadow occurs during Summer when the sun is at its highest point in the sky and the days are much longer.

5.14 URBAN DESIGN BRIEF

The initial Urban Design Brief (“UDB”) dated January 2021 was prepared by KLM Planning Partners Inc. and undertook a review of the urban design initiatives to both the site and building designs associated with the previous 6-storey apartment and townhouse development. The UDB describes the urban design initiatives prescribed in the Town of Caledon’s Town-Wide Design Guidelines and how the proposed residential development addresses the initiatives contained in that document based on the locational context of the site. In light of the site and building design changes and comments received from the Town seeking the identification of sustainability initiatives in the report, and the current changes to the development for a 6 and 7-storey apartment and the elimination of the townhouses, KLM Planning has updated the UDB dated March 2023, which forms part of the second submission.

The UDB discusses the site design, building design and materials, streetscape and edge treatments, hard and soft landscaping, site circulation, shadow, lighting, and sustainability initiatives (including but not limited to green roofs; use of high albedo paving and large shade trees to mitigate the heat island effect; use of native and drought tolerant planting; riparian edge restoration; flood plain restoration with native trees, shrubs and seed mix; soil amendments to improve existing soil conditions; appropriate building

placement and orientation to maximize sunlight, as well as for efficient pedestrian and vehicular circulation; and accessible walkways to promote walking and bike racks to promote cycling as alternatives to vehicles), among other important design considerations to understand the developments integration within the existing community and to guide the Site Plan Application.

5.15 HEALTHY DEVELOPMENT ASSESSMENT

The initial Healthy Development Assessment (54% score) dated January 2021 was prepared by KLM Planning Partners Inc. and undertook a review of the sustainability measures associated with the development of the site. KLM reassessed the score based on the current redevelopment proposal for a 6 and 7-storey apartment building. The proposed development of the subject lands yielded the following scores in the Healthy Development Assessment, which forms part of the second submission:

- Service Proximity: 2/9
- Land Use Mix: 2/4
- Streetscape Characteristic: 4/4
- Efficient Parking: 6/8
- TOTAL: 14/25 = **56%**

5.16 CONSULTANT DOCUMENTS AND SUPPORT MATERIALS SUMMARY

All of the above-noted initial and updated studies confirm that the proposed development is feasible and appropriate from a technical perspective with regard but not limited to the provision of municipal services, noise attenuation and mitigation, archaeological resources, soil conditions, environmental constraints, and traffic and parking.

The Town of Caledon's Complete Application Requirements letter dated December 5, 2019, as amended, also included the required submission of other non-study materials including but not limited to: a completed and signed application form; cover letter; fees; survey; engineering drawings; and cost estimates. These and other non-study materials accompanied the above-noted consultant studies on January 27, 2021 as part of the *complete application* submission to the Town of Caledon.

Through the first circulation comments and change in the development proposal to address the 278 apartment dwelling units within a 6 and 7-storey building, the various consultant reports and drawings and supporting non-study materials have been updated for the second submission and submitted to the Town for review and distribution to external public agencies.

6.0 POLICY REVIEW

6.1 PROVINCIAL POLICY

6.1.1 PROVINCIAL POLICY STATEMENT (MAY 1, 2020)

The *Provincial Policy Statement (“PPS”) 2020* came into effect on May 1, 2020 and is the guiding document providing policy direction on matters of Provincial interest related to planning and development. The *PPS* sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians.

The *Ontario Planning Act, 1990 (the “Act”)* requires that all decisions that affect planning matters shall be consistent with policy statements issued under the Act, including the *PPS*.

The *PPS 2020* “provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The *Provincial Policy Statement* supports improved land use planning and management, which contributes to a more effective and efficient land use planning system”. The *PPS* promotes a range of dwelling types and densities to ensure the financial viability of the Province and its municipalities while also meeting the projected demographic demands for existing and future residents. This is achieved by directing development and residential intensification to built-up areas that have sufficient infrastructure to service new dwelling units. It is also achieved by supporting development that is compact, makes optimal use of available land, and maintains / protects natural features and environmentally sensitive areas. To this end, the *PPS 2020* states:

- 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) *efficiently use land and resources;*
 - b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
 - c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) *prepare for the impacts of a changing climate;*
 - e) *support active transportation;*
 - f) *are transit-supportive, where transit is planned, exists or may be developed; and*
 - g) *are freight-supportive.*

The proposed development contains a land use pattern and density that efficiently uses an under-utilized parcel of land, and which will utilize existing and planned infrastructure including roads, water and sanitary services as demonstrated by the Functional Servicing Report (FSR). The proposed apartment building development with an intended condominium tenure contributes to providing a desired form of housing within the Town of Caledon that will address the various life-style needs and income levels of the future residents of this complex. Section 6.1.1.1 of this PJR provides a more detailed summary of the *PPS* policies.

- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should 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 located within the designated growth area in the Town of Caledon and is an infill development surrounded in all directions by existing single-detached and recently constructed street townhouse and senior's building development, and existing and newly constructed industrial and commercial buildings. The proposed apartment building development with an intended condominium tenure makes efficient use of an under-utilized parcel of land by providing a compact built form as well as adding to the mix of housing types and new units in the area. Section 6.1.1.1 of this PJR provides a more detailed summary of the PPS policies.

The PPS also contains housing policies that encourage a range and mix of housing types and densities to meet the projected needs of current and future residents. The *PPS 2020* states:

- 1.4.1 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years 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 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 options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (in part):*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development improves the range and mix of housing types in the area and assists with supporting the projected needs of future residents with a desired form of apartment housing with an intended condominium tenure. The proposed development provides a housing type that complements the range of housing options in the broader area that is primarily comprised of older single-detached and newer street townhouse units. The proposed development will be designed in compliance with the standards set by the *Accessibility for Ontarians with Disabilities Act ("AODA")* providing for accessibility for both residents and visitors. Furthermore, the proposed development will make efficient use of existing infrastructure. The proposed development will also support existing and future transit opportunities in the immediate and broader area. Section 6.1.1.1 of this PJR provides a more detailed summary of the PPS policies.

Section 2.1 contains the following Natural Heritage policies:

- 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.*

The previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location adjacent to the west and northwest property lines. The current owner has been working with the TRCA to realign the watercourse to its original location that will include a 10 m wide naturally revegetated buffer to be conveyed to a public authority. On April 9, 2021, the TRCA approved the Owner's detailed submission to address the re-channelization and re-naturalization of the watercourse and abutting buffer lands and issued Permit C-210305, which lapsed on March 28, 2023, and is in the process of being renewed. Section 6.1.1.1 of this PJR provides a more detailed summary of the PPS policies.

6.1.1.1 SUMMARY OF POLICIES IN THE PROVINCIAL POLICY STATEMENT

KLM has prepared a Housing Brief dated February 1, 2023, which forms part of the second submission materials and provides an overview and detailed analysis of the housing policies contained in the Town of Caledon and Region of Peel's respective Official Plans, the Town's 2017 Housing Study, and the Region's 2018 Housing and Homelessness Plan, which all correspond to the policies in the PPS (May 1, 2020) and how the client's residential apartment proposal addresses these policies and housing needs within the south Bolton community. The following paragraphs provide a detailed response to the PPS policies contained in Section 6.1.1 of this PJR.

A total of 265 apartment-style residential units are being proposed, which will provide new housing within the south Bolton community and contribute to the diversity of housing types within the Town of Caledon that is primarily developed with low density housing in the form of single-detached dwellings. The Town's 2017 Housing Study identified that there is a need for alternative forms of housing to the single detached dwelling that will serve a segment of the population that requires a smaller and more affordable housing form and option for persons living alone, seniors and those seeking to downsize, young adults starting their work career, persons with disabilities, and immigrants.

The proposed 265 new apartment dwelling units will be developed at a density of 258.5 units/ha and at 2.13 persons/unit for apartment dwellings greater than 70 m² (187 units) and 1.25 persons/unit for apartment dwellings less than or equal to 70 m² (78 units) based on the persons/unit ratios referenced in the 2019 – 2031 Development Charges Update Study dated April 29, 2021 that was prepared on behalf of the Town of Caledon by Watson & Associates Economists Ltd. will generate an estimated new population of 496 persons into the immediate community that will help the existing bus ridership and route planning along the Highway 50 corridor. A pedestrian-only walkway connection utilizing the existing Highway 50 driveway access at the southwest corner of the property will assist the future residents to access existing bus transit services. A multi-use pedestrian and bicycle pathway will also be constructed by the client within the Albion-Vaughan Road right-of-way that will help to connect the subject development to the broader community.

As identified in the Housing Study, there are very few apartment-style units in the Town of Caledon and within Bolton as most of the residential development activity has been directed towards single-detached dwellings with a recent trend towards townhouses. The Housing Study indicated that the creation of more townhouse units will not resolve the housing affordability issue. Accordingly, there is a definite need for smaller units that can be served by the apartment-style living that is being proposed on the subject lands.

A few single-detached dwellings exist directly to the north of the subject lands, however, some of these lands have been acquired by developers and will likely be redeveloped for some type of multi-unit residential in the near future as the properties are small and are impacted by the watercourse and road widenings along both Highway 50 and Albion-Vaughan Road that will reduce the size of the developable area of these properties similar to the subject lands. This is one of the main reasons for introducing apartment-style dwellings to the subject lands, as the property is considered to be too small and not

physically or economically feasible to develop with residential single-detached, semi-detached or townhouse dwellings.

A townhouse development and four-storey senior's building were recently constructed further north on Albion-Vaughan Road. There is no other new residential housing located in the near vicinity within the south Bolton community, and the area would benefit from new multi-unit housing that would introduce more people into the area that is currently under-served by residents. A new influx of population to the immediate area would help the local businesses and industries operating along Highway 50 with a source of new customers as well as provide new employment opportunities for the residents that is within walking distance or a short transit or driving trip within the Bolton community. This would help to address the issue of people not having to commute long distances from places within and beyond Caledon to their place of work in the south Bolton community as identified in the Town's Housing Study.

The proposed apartment-style residential units have been designed by Fausto Cortese Architects with varying unit sizes and number of bedrooms within the two buildings. The unit styles, average unit sizes, and numbers of each unit type that are proposed within the two buildings include:

- 78, 1-bedroom (29.4 %) at 55 -64 m² (592 - 633 sqft) average size per unit
- 36, 1-bedroom + den (13.6 %) at 74 -93 m² (800 – 1,004 sqft) average size per unit
- 99, 2-bedroom (37.4 %) at 86 - 104 m² (932 – 1,114 sqft) average size per unit
- 39, 2-bedroom + Large Balcony (14.7 %) at 94 - 116 m² (1,011 – 1,244 sqft) average size per unit
- 13, 3-bedroom (4.9 %) at 147 - 167 m² (1,584 – 1,801 sqft) average size per unit

The proposed development provides for a range of unit sizes and number of bedrooms that will attract a variety of household types of varying income levels and life-style requirements including first-time homebuyers, single persons or couples, families, seniors and those seeking to downsize, and renters. The building and site have been designed by the architect to be accessible to all persons in accordance with the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and can accommodate persons with disabilities that can live independently.

The types and various sizes of units that will be available to the public as part of the client's development proposal will help to facilitate the Region's housing recommendation to the Town of Caledon that it permit a mix of unit sizes (1, 2, 3 or more bedrooms) in new multi-unit residential developments in collaboration with builders through the land use planning and development application review process as identified in the Town's Housing Study.

The various suite options that will be marketed to the public will allow persons who grew up in the Town of Caledon to remain and live within the Bolton community, and to be close to family, friends and their place of work, in housing that best meets their current needs, income level, and lifestyle.

All of the proposed unit types will be of a condominium tenure, and will be subject to a future draft plan of standard condominium application that will require approval from the Town of Caledon and the registration of a condominium plan that is registered on title.

The two residential buildings will have access to available municipal services (ie. water, sanitary, and storm) and share a common connection to serve both buildings, which will need to be under one condominium corporation or corporate entity. Under this scenario, as each building will not have access to its own services as required by the Ontario Building Code, the two buildings cannot legally be registered as two separate condominium corporations.

A standard condominium will entail the creation of 265 residential condominium apartment units in Building's "A" (north tower) and "B" (south tower), where each unit owner will own their own suite and can purchase an unbundled parking space. Each residential unit will have exclusive use of the interior of the suite and associated private balconies. The common areas that include but are not limited to the lobbies, hallways, indoor amenity areas, at-grade children's play area, and roof-top landscaped terraces, and the at-grade visitors parking spaces will be owned by the condominium corporation and each unit owner will contribute to the cost of maintaining these common elements through the payment of monthly maintenance fees to the condominium corporation.

A standard condominium will allow each unit owner to own their own residential suite and parking space. Unit owners will also have the opportunity to rent/lease their units if they choose, which will accommodate persons seeking to rent/lease within the Town of Caledon. Both of these scenarios will help to provide more affordable and smaller housing opportunities that may include rental opportunities in contrast to the single-detached ownership option that predominantly exists within the Town of Caledon and is less affordable and out of reach for many income levels as identified in the Town's Housing Study.

A condominium-lifestyle allows households to live in smaller units with the convenience of not having to pay for the high costs associated with maintaining a house. A condominium tenure provides a lifestyle choice that is convenient and where the maintenance and amenities that are accessible to the residents are shared by everyone living within the same building or complex. A condominium living arrangement also ensures that all dwelling units and common amenity areas are well maintained through monthly maintenance fees provided by the unit owners and the Condominium Corporation's reserve fund that will ensure any necessary repairs and upkeep to the property and building are undertaken. This will help to increase the value of the property and ensure proper living conditions and standards are maintained for the residents of the complex.

The proposed development contributes to providing new housing stock within the south Bolton community and the Town of Caledon by offering home ownership in the form of freehold condominium apartment units. Differing unit sizes and number of bedrooms are offered for purchase and will contribute to the affordability aspect through various price points. Individual homeowners may choose to rent/lease their units which will have the added effect of incorporating rental units into the market.

The client will not be providing social housing, housing specific to seniors, support housing, or an emergency shelter within the development. As identified earlier, the building and site have been designed by the architect to be accessible to all persons in accordance with the Ontario Building Code and the

Accessibility for Ontarians with Disabilities Act, 2005 (AODA), and facilitate persons with disabilities who can live independently.

As described earlier, the client is proposing freehold condominium apartment units for Building's "A" and "B". Unit prices for the various suites (various sizes and number of bedrooms) are not available at this time as the proposed development is currently going through the land use planning, review and approvals process as required by the Planning Act, and has not yet gone to market. However, prices will be competitive with similar condominium apartments in the Caledon and Peel area, and will be considerably more affordable than other housing options including single-detached, semi-detached and townhouse dwelling units.

The existing services in the south Bolton community can support the additional new apartment households including a medical building and church to the north on Highway 50, and several restaurants and retail opportunities including gas stations, car dealerships, car repair, cinema, and hotels among other uses. There is an existing residential community located north of Albion-Vaughan Road and the rail line that includes several schools including St. John the Baptist Elementary School, Allan Drive Middle School, Humberview Secondary School, James Bolton Public School, Saint John Paul II Catholic School, St. Nicholas Elementary School, and St. Michael Catholic Secondary School. The Albion-Bolton Fairgrounds and Caledon Centre for Recreation and Wellness are also located to the north on Highway 50, as well as several parks, conservation areas, and natural trails to enjoy. There are also several senior's and long-term care homes and senior's services including the Caledon Senior's Centre, Caledon Community Services for Seniors, Sorrento Retirement Residence, and The Davis Centre. The Laurel Hill Cemetery also exists along Highway 50 to the north. The proposed development of 2 apartment buildings containing 265 units will be well served by the existing services within the immediate and broader Bolton community.

The client's development proposal also aims to protect the watercourse along the westerly landholding by re-channelizing and re-naturalizing this environmental feature including providing associated 10 m wide buffers that will be dedicated to the appropriate public authority. The Toronto and Region Conservation Authority (TRCA) has approved the client's re-channelization and re-naturalization plans that will publicly benefit lands located downstream of the client's property by improving the condition and quality of the watercourse and by enhancing the natural habitat for various species.

Overall, the proposed development is consistent with the relevant policies of the *PPS 2020* and is in line with the Provincial vision and how it directs new development to occur within local municipalities.

6.1.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (AUGUST 2020, OFFICE CONSOLIDATION)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan", August, 2020), prepared under the *Places to Grow Act, 2005* is a framework document that seeks to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2041. The Greater

Golden Horseshoe has been identified as one of North America's fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The subject lands are located within the designated "Built-up Area" (ie. of the Bolton community) under the Growth Plan (refer to **FIGURE 4**). The relevant development policies encourage the building of compact, vibrant and complete communities that optimize the use of existing and planned infrastructure through intensification. The Growth Plan, 2019, seeks to guide decisions on a number of matters including: transportation, infrastructure, land use planning, urban form, housing, natural heritage and resource protection.

Section 2.2.1.4 of the *Growth Plan, 2020*, identifies the following policies (in part) to support the achievement of complete communities:

- *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- *provide a diverse range and mix of housing options to accommodate people of all stages of life, and to accommodate the needs of all household sizes and incomes;*
- *provides convenient access to safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
- *provides for a more compact built form and a vibrant public realm, including public open spaces.*

Section 2.2.6.3 *Housing* within the *Growth Plan, 2020*, states:

- *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.*

The subject lands are located within the built-up area of the community of Bolton within the Town of Caledon. The relevant *Growth Plan* policies identified above encourage the building of compact, vibrant and complete communities that optimize the use of existing and planned infrastructure through intensification. The subject lands represent an under-utilized parcel of land located within an area that is currently redeveloping with new residential street townhouse units (ie. to the north), commercial (ie. self-storage facility to the south), and employment uses (ie. to the west), and represents one of the few remaining sites in the immediate area to redevelop. The proposed apartment building with an intended condominium tenure makes efficient use of an under-utilized parcel of land by providing a compact built form as well as adding to the mix of housing types, unit sizes, and the provision of new units in the area that will accommodate various household sizes, income levels, and lifestyle needs.

The proposed apartment-style residential units have been designed by Fausto Cortese Architects with varying unit sizes and number of bedrooms within the two buildings. The unit styles, average unit sizes, and numbers of each unit type that are proposed within the two buildings include:

- 78, 1-bedroom (29.4 %) at 55 -64 m² (592 - 633 sqft) average size per unit

- 36, 1-bedroom + den (13.6 %) at 74 -93 m² (800 – 1,004 sqft) average size per unit
- 99, 2-bedroom (37.4 %) at 86 - 104 m² (932 – 1,114 sqft) average size per unit
- 39, 2-bedroom + Large Balcony (14.7 %) at 94 - 116 m² (1,011 – 1,244 sqft) average size per unit
- 13, 3-bedroom (4.9 %) at 147 - 167 m² (1,584 – 1,801 sqft) average size per unit

The proposed development provides for a range of unit sizes and number of bedrooms that will attract a variety of household types of varying income levels and life-style requirements including first-time homebuyers, single persons or couples, families, seniors and those seeking to downsize, and renters. The building and site have been designed by the architect to be accessible to all persons in accordance with the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and can accommodate persons with disabilities that can live independently.

The types and various sizes of units that will be available to the public as part of the client's development proposal will help to facilitate the Region's housing recommendation to the Town of Caledon that it permit a mix of unit sizes (1, 2, 3 or more bedrooms) in new multi-unit residential developments in collaboration with builders through the land use planning and development application review process as identified in the Town's Housing Study.

The various suite options that will be marketed to the public will allow persons who grew up in the Town of Caledon to remain and live within the Bolton community, and to be close to family, friends and their place of work, in housing that best meets their current needs, income level, and lifestyle.

All of the proposed unit types will be of a condominium tenure, and will be subject to a future draft plan of standard condominium application that will require approval from the Town of Caledon and the registration of a condominium plan that is registered on title.

Section 4.2.2 *Natural Heritage System of the Growth Plan, 2020*, indicates that new development or site alteration will demonstrate that (in part):

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

The client's development proposal aims to protect the watercourse along the westerly landholding by re-channelizing and re-naturalizing this environmental feature including providing associated 10 m wide buffers that will be dedicated to the appropriate public authority. The Toronto and Region Conservation Authority (TRCA) has approved the client's re-channelization and re-naturalization plans that will publicly benefit lands located downstream of the client's property by improving the condition and quality of the

watercourse and by enhancing the natural habitat for various species. This water feature and natural buffers will provide for a more vibrant public realm and public open space adjacent to the Highway 50 corridor.

The updated Landscape Plan dated November 2022 (resubmission date of January 20, 2023, Revision #6) includes a Pedestrian and Trail Link Plan. A pedestrian path is located adjacent to the 10 m wide buffer next to the watercourse and the internal walkway system within the developable area of the site that connects to building entrances and ultimately to Albion-Vaughan Road and to Highway 50. This inter-connected pathway system will allow the future residents of this complex to walk uninterrupted throughout the property whether for exercise or to enjoy the visual context that will be provided by the naturally re-vegetated area next to the watercourse.

The Pedestrian and Trail Link Plan also shows Albion-Vaughan Road as a future cycling route. Bicycle parking areas are being provided close to the apartment building entrances as well as within the building to promote and facilitate cycling opportunities as an alternative to vehicular modes of transportation.

In light of changes to the site and building design reflected in the second submission and Town comments on the landscape plan, there was a need to address the proposed concrete pathway that was shown partially within the 10 m wide buffer along the west side of the apartment buildings. The comments related to having the pathway located entirely on the future condominium lands and outside of the 10 m wide buffer together with a chain link fence separating the public and private realms. To address these comments and maintain the original walkway location, Palmer prepared an Addendum EIS Letter dated March 2, 2022 that was sent to the TRCA for their review and acceptance that would justify the site design based on the following ecological and design rationale:

- *support for the native seeding plan for the 10 m floodplain setback;*
- *support for the walking pathway at the edge of the 10 m floodplain setback;*
- *confirmation that paving is acceptable for the pathway at this location; and,*
- *support or comment on the potential to grant an easement to the proponent / future condominium owner for the 10 m floodplain setback to allow for the maintenance of the floodplain setback area, while this area would be dedicated to a public authority. As of yet, no authority has formally requested ownership.*

Note: Palmer's fencing preference would be to keep the 10 m floodplain setback open, allowing the restoration plan planted trees / shrubs to provide a natural barrier between the natural feature restoration Planting Area and the 10 m floodplain setback. This would allow the future condominium owner to have access to maintain the pathway and mow the grass in the 10 m floodplain setback. Palmer would be open to erecting a fence between the 10 m floodplain setback and restoration Planting Area if necessary, but believe the plantings would suffice as a barrier.

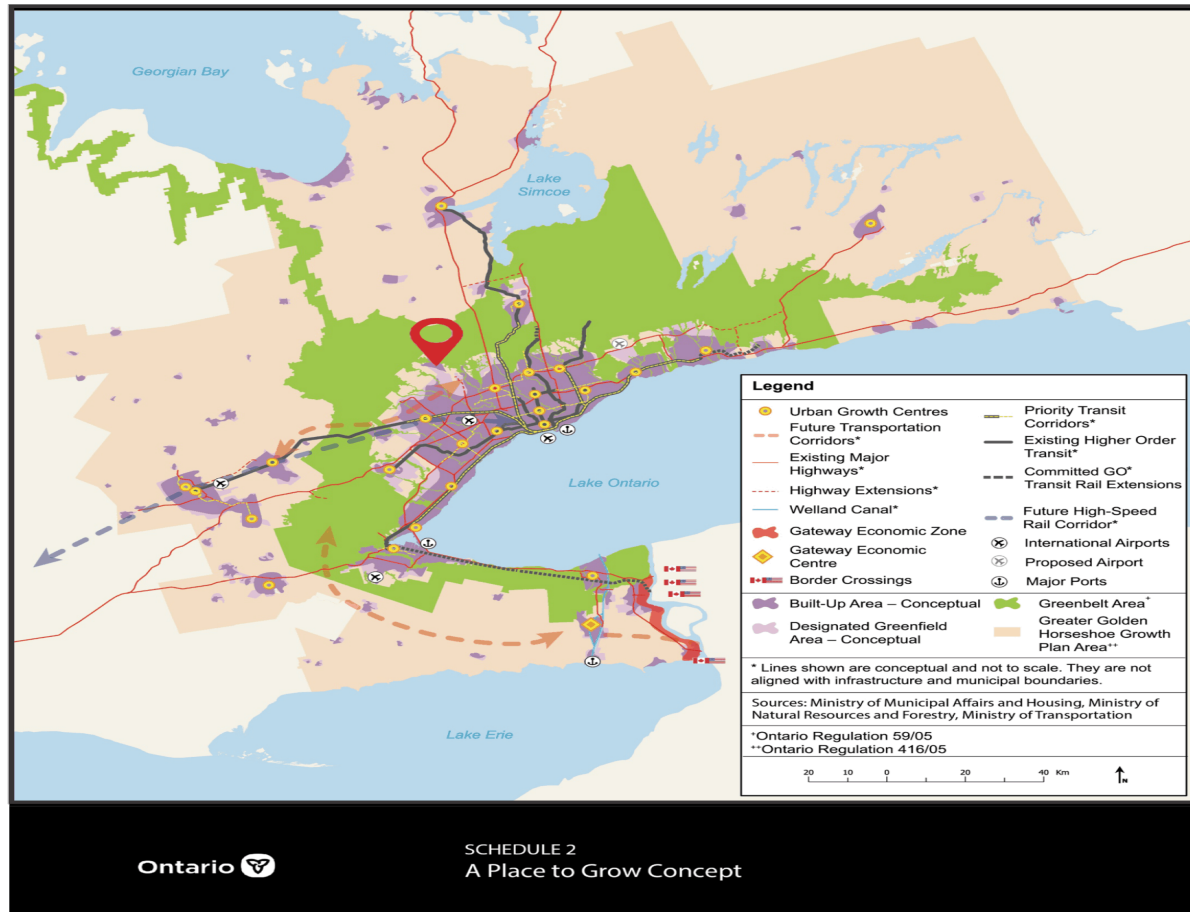
On March, 11, 2022, the TRCA responded back in writing and confirmed the following:

- *TRCA staff support the use of a native seeding plan within the 10m floodplain buffer.*
- *TRCA staff support the location of the paved pathway along the periphery of the 10m floodplain buffer as was shown on the drawings approved as part of our permit.*
- *Provided the extent of the pathway remains the same, pavement options are left at the discretion of the applicant.*
- *An easement for the allowance of maintenance of the 10m buffer and pathway in favor of the proponent/future condominium owner can be supported. It is our expectation that this maintenance will maintain the naturalized portions of the buffer as approved going forward.*
- *TRCA staff are in agreement that the proposed compensation plantings will form sufficient physical barrier to the Natural System and that further fencing will not be required.*

The site currently has driveway access on both Albion-Vaughan Road and Highway 50 however, the Highway 50 access will be closed to vehicles and will facilitate a pedestrian walkway that will link the development site to the existing sidewalk to the south on Highway 50. The Region of Peel has advised that a multi-use pathway is planned to be constructed on the west side of Highway 50 that will allow the future residents of the proposed apartment development to cross Highway 50 at the future signalization of Highway 50 and Agrocrop Road in 2025. As existing single-detached sites directly to the north are redeveloped, additional pathway connections will materialize adjacent to the watercourse as well as the extension of the multi-use pathway along the west side of Albion-Vaughan Road that will facilitate new pedestrian and biking opportunities that will link these sites to other connections and places. The Albion-Bolton Fairgrounds, Albion Bolton Community Centre, and the Caledon Centre for Recreation and Wellness (Community Centre) are located to the north on Highway 50, as well as several parks, conservation areas, and natural trails to enjoy. The proposed development of 2 apartment buildings containing 265 units will be well served by the existing parks and natural areas within the immediate and broader Bolton community that are accessible by various modes of travel within a short distance.

Given that the proposed residential development will make use of an under-utilized parcel, can be serviced by readily available existing infrastructure and community services, contribute to the completion of the community of one of a few remaining undeveloped properties in the area, and will rehabilitate and protect natural heritage features by dedicating such lands into public ownership, the proposed development is considered to be consistent with the *Growth Plan, 2020*.

Figure 4 – A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Schedule 2



Subject Lands



6.1.3 BILL 23 – MORE HOMES BUILT FASTER ACT, 2022

The Province recently passed Bill 23 - “More Homes Built Faster Act” that will require 1.5 million homes to be built in Ontario over the next 10 years including a target of 13,000 new units in the Town of Caledon. The proposed 265 apartment dwelling units will contribute towards meeting the Province’s housing goal set for Caledon. Bill 23 includes changes to several Provincial legislation including the Development Charges Act and the Planning Act and will impact items such as how cash-in-lieu of parkland dedication will be calculated, what can and cannot be reviewed under site plan approval, and the role of regional government in the land use planning process among a host of other changes.

6.2 REGIONAL POLICY

6.2.1 REGION OF PEEL OFFICIAL PLAN (SEPTEMBER 2021, OFFICE CONSOLIDATION)

Under the provisions of the *Region of Peel Official Plan (September 2021, Office Consolidation)*, the subject lands are located within the *Rural System* and designated *Rural Service Centre on Schedule D (Regional Structure – refer to FIGURE 5)*. The *Rural System* in Peel consists of lands that are outside of the 2031 Regional Urban Boundary, and includes the *Bolton Rural Service Centre* and two other rural service centres that are the foci of growth within the *Rural System*.

Section 5.4.3 *Rural Service Centre* policies state that the *Bolton Rural Service Centre will be developed on full municipal water and sewer services, and that opportunities for a wide range and mix of land uses and activities will be provided*. A few of the relevant objectives for *Rural Service Centres* include (in part):

- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*
- 5.4.3.1.2 *To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.*

Applicable policies for *Rural Service Centres* include (in part):

- 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.*
- 5.4.3.2.4 *Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following (in part):*
 - a) *the intended role, function and distinct character of each Rural Service Centre;*
 - b) *the population and employment forecasts for the year 2031; and,*

- e) *the minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles; and*
- f) *other relevant issues.*

The proposed residential development provides a high-rise scale of development within the Caledon context with maximum heights not exceeding 7-storeys for the apartment building that continues to provide a village character-feel to the site and area within the *Bolton Rural Service Centre*. It is noted that for most of the Greater Toronto Area, a 7-storey building would be considered to be a mid-rise building form, where buildings greater than 12-storeys would be considered to be a high-rise. The majority of the proposed building is 6-storeys with the southerly-most wing being 7-storeys (ie. 25.51 m to the top of the mechanical penthouse), which is sited directly adjacent to the recently constructed 4-storey indoor storage building (ie. 14.5 m) to the south. The proposed building is also in-keeping with the recently built 4-storey senior's residence to the north of the subject lands along Albion-Vaughan Road. The proposed development will enhance the village atmosphere and character of Bolton by transforming towards becoming a complete community that includes all types of residential housing, a compatible mix of heights, and places to shop, work, and recreate with access to nearby community centres, conservation areas, trails and parks.

The proposed development will provide residential apartment dwelling units with a condominium tenure with various unit sizes and numbers of bedrooms that will accommodate various household sizes, income levels, and lifestyle needs. The layout of the apartment buildings on the site also address the safety principles of CEPTED by providing "eyes on the street" on both Albion-Vaughan Road and Highway 50 and within the internal courtyard area. The subject lands will also be developed on full municipal services. The overall development of the site will be subject to the Official Plan policies contained in the Town of Caledon's Official Plan in accordance with the policies in the Region of Peel Official Plan.

The proposed apartment-style residential units have been designed with varying unit sizes and number of bedrooms within the two buildings. The unit styles, average unit sizes, and numbers of each unit type that are proposed within the two buildings include:

- 78, 1-bedroom (29.4 %) at 55 -64 m² (592 - 633 sqft) average size per unit
- 36, 1-bedroom + den (13.6 %) at 74 -93 m² (800 – 1,004 sqft) average size per unit
- 99, 2-bedroom (37.4 %) at 86 - 104 m² (932 – 1,114 sqft) average size per unit
- 39, 2-bedroom + Large Balcony (14.7 %) at 94 - 116 m² (1,011 – 1,244 sqft) average size per unit
- 13, 3-bedroom (4.9 %) at 147 - 167 m² (1,584 – 1,801 sqft) average size per unit

The proposed development provides for a range of unit sizes and number of bedrooms that will attract a variety of household types of varying income levels and life-style requirements including first-time homebuyers, single persons or couples, families, seniors and those seeking to downsize, and renters. The building and site have been designed by the architect to be accessible to all persons in accordance with the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and can accommodate persons with disabilities that can live independently.

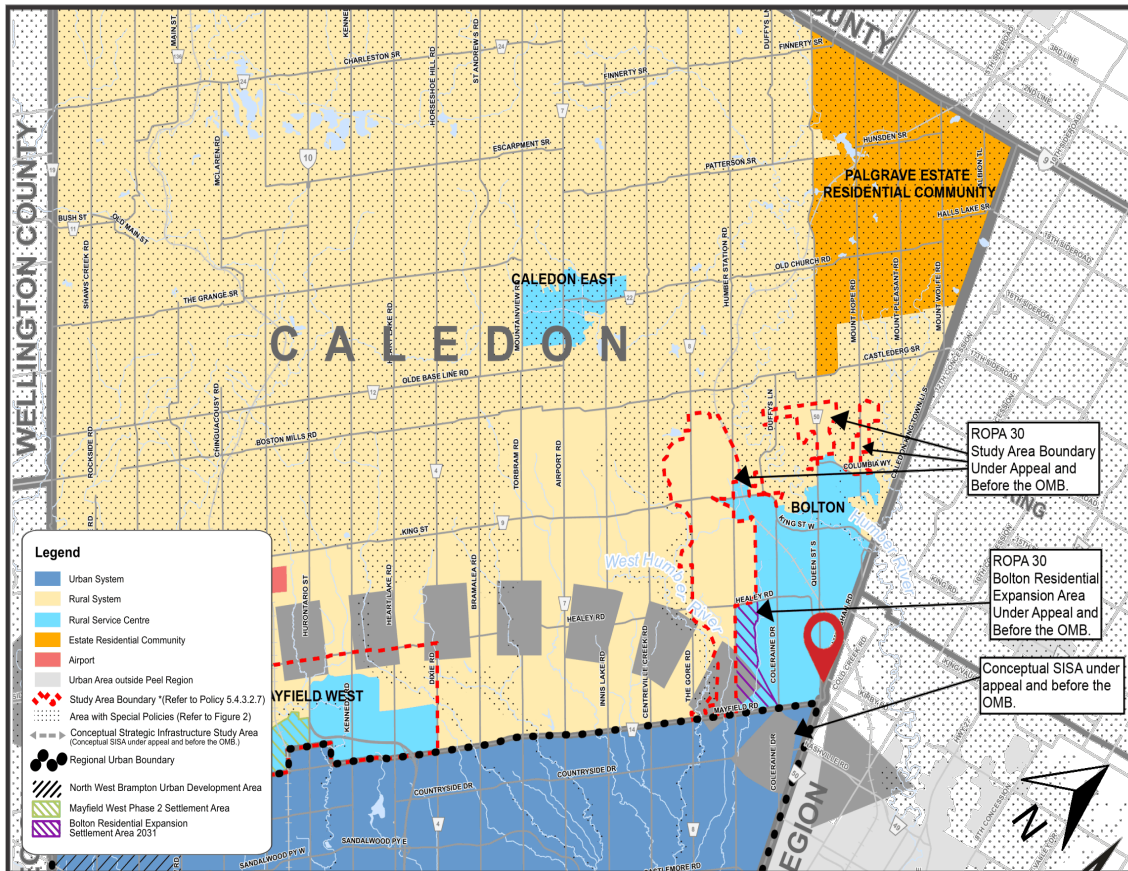
The types and various sizes of units that will be available to the public as part of the client's development proposal will help to facilitate the Region's housing recommendation to the Town of Caledon that it permit a mix of unit sizes (1, 2, 3 or more bedrooms) in new multi-unit residential developments in collaboration with builders through the land use planning and development application review process as identified in the Town's 2017 Housing Study.

The various suite options that will be marketed to the public will allow persons who grew up in the Town of Caledon to remain and live within the Bolton community, and to be close to family, friends and their place of work, in housing that best meets their current needs, income level, and lifestyle.

All of the proposed unit types will be of a condominium tenure, and will be subject to a future draft plan of standard condominium application that will require approval from the Town of Caledon and the registration of a condominium plan that is registered on title.

In light of the above, the proposed residential development is in conformity with the policies contained in the *Region of Peel Official Plan (September 2021, Office Consolidation)*.

Figure 5 – Region of Peel Official Plan (September 2021 Consolidation), Schedule “D”: Regional Structure



Subject Lands “Rural Service Centre”

Figure 6 – Region of Peel Official Plan (2022), Schedule “E1”: Regional Structure

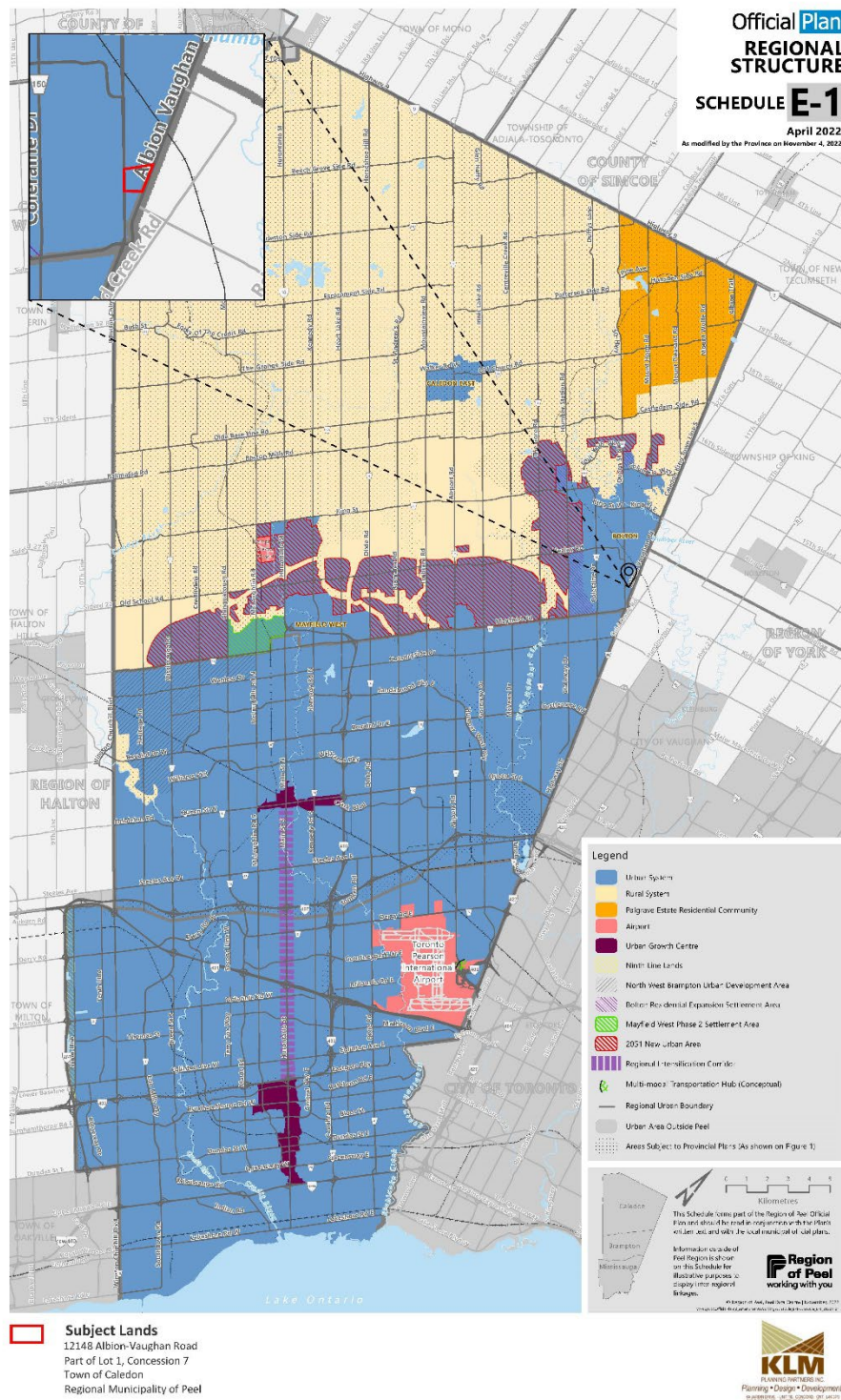
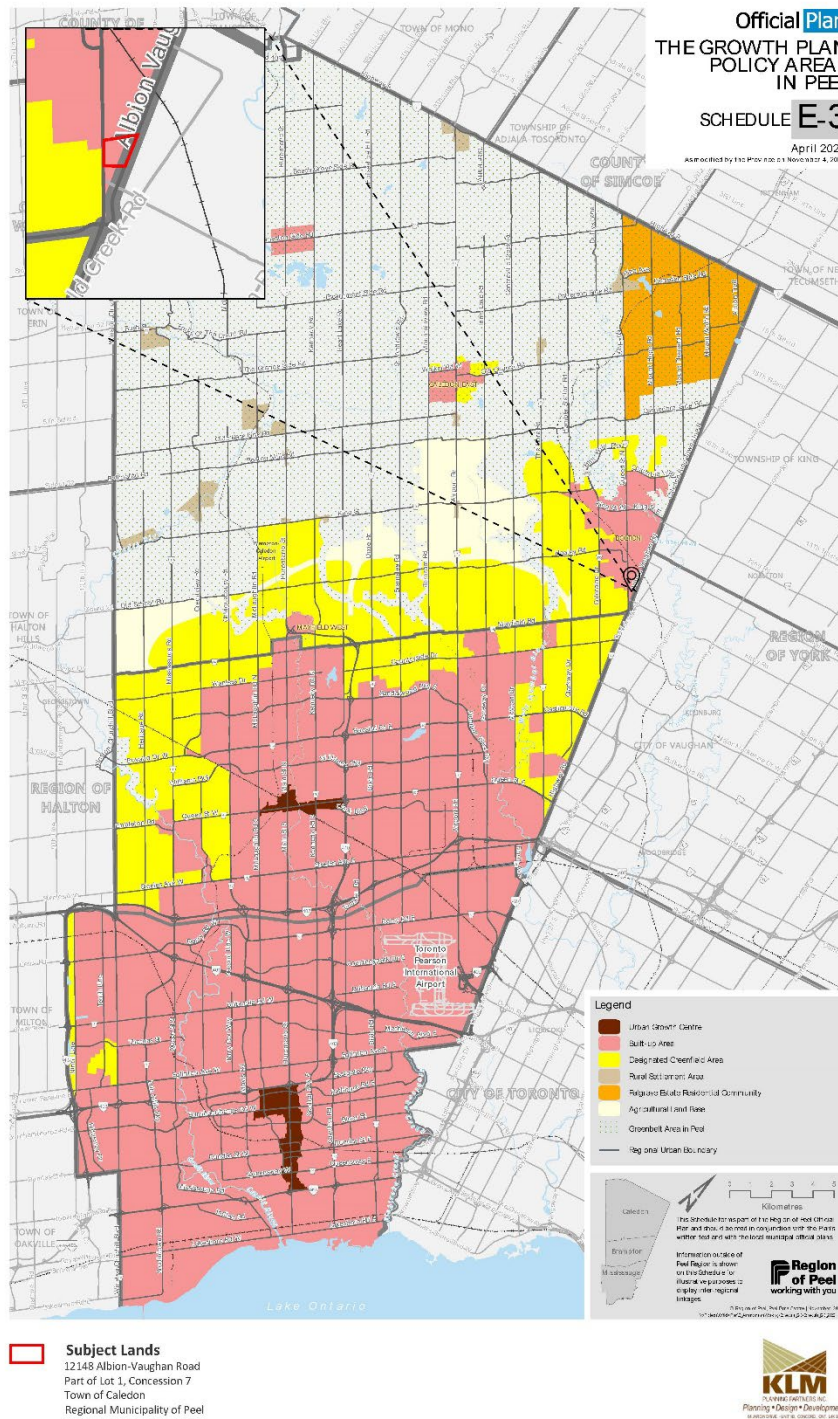


Figure 7 – Region of Peel Official Plan, Schedule “E3”: Growth Areas



6.2.2 NEW REGION OF PEEL OFFICIAL PLAN (APRIL 2022; MODIFIED AND APPROVED BY THE MINISTER OF MUNICIPAL AFFAIRS & HOUSING ON NOVEMBER 4, 2022)

The Region of Peel's new Official Plan is in effect and identifies the subject property as being within the "Urban System" on Schedule E-1 (FIGURE 6), within a "Strategic Growth Area" on Schedule E-2, and within the "Built-up Area" on Schedule E-3 (FIGURE 7). The proposed residential apartment development is in conformity with the objectives contained in the new *Region of Peel Official Plan*, including the following:

Urban System Objectives:

- 4.6.1.1 *To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adopt the region to a changing climate.*
- 4.6.2 *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 4.6.3 *To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 4.6.4 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 4.6.5 *To promote crime prevention and improvement in the quality of life.*
- 4.6.6 *To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.*
- 4.6.7 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*
- 4.6.8 *To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.*
- 4.6.9 *To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.*

Strategic Growth Area Objectives:

- 5.6.17.1 *To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.*
- 5.6.17.2 *To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.*
- 5.6.17.3 *To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.*
- 5.6.17.4 *To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

- 5.6.17.5 *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.*
- 5.6.17.6 *To encourage transit-supportive development in existing and new Designated Greenfield Areas.*

Whereas the former Peel Official Plan identified the subject lands as being within the Rural System and within a Rural Service Centre, the new Peel Official Plan recognizes the emerging urban land use context for the surrounding area that is premised on higher densities and a mix of intensified residential and compact mix of uses that are pedestrian-friendly and transit-supportive, and can ensure the viability of surrounding commercial and employment uses; provide a variety of housing forms and unit sizes that can allow existing Caledon residents to stay within their own community as they age; provide connections to other parts of the municipality to create complete and vibrant communities; and to protect, restore and enhance the natural environment.

The Town of Caledon is currently undertaking its own municipal comprehensive review of its Official Plan, which will need to be updated to be consistent with the urban objectives and policies reflected in the Region's new Official Plan. However, given the recent changes to the Planning Act commencing January 1, 2023, where the Regional level of government no longer has land use planning authority, there will be a period of adjustment and change where land use planning, policies and decision-making will be clarified by the local municipality.

6.3 LOCAL POLICY

6.3.1 TOWN OF CALEDON OFFICIAL PLAN (APRIL 2018, OFFICE CONSOLIDATION)

6.3.1.1 EXISTING LAND USE DESIGNATION AND POLICIES

The subject lands are identified as being within the *Bolton Rural Service Centre* by the Town of Caledon Official Plan (April 2018, Office Consolidation) as identified on *Town Structure Schedule "A1"*. Section 5.10.4.1 states:

Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town.

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

The subject lands represent an under-utilized parcel of land located within an area that is currently redeveloping with new residential street townhouse units (ie. to the north), commercial (ie. self-storage facility to the south), and employment uses (ie. to the west), and represents one of the few remaining sites in the immediate area to redevelop. The proposed apartment building with an intended condominium tenure makes efficient use of an under-utilized parcel of land by providing a compact built form as well as

adding to the mix of housing types, unit sizes, and the provision of new units in the area that will accommodate various household sizes, income levels, and lifestyle needs.

The subject lands are further designated as *Special Residential* on the *Bolton Land Use Plan "C"* (refer to **FIGURE 8**). The *Special Residential Areas – Bolton* policies contained in Sections 5.10.4.5.12.1 and 5.10.4.5.12.2 state:

- 5.10.4.5.12.1 *Existing Special Residential Areas on Schedule C may be considered for redevelopment by an Amendment to this Plan, subject to the preparation of a Secondary Plan, or additional studies to address servicing, appropriate uses and their demand, transportation issues, and other areas Council may request.*
- 5.10.4.5.12.2 *The Special Residential Area located north of Mayfield Road, east of Highway 50 and west of the Albion-Vaughan Line is an interim type of land use. It is recognized that there is a need, through the process provided in Section 5.10.4.5.12.1, to address more compatible long-term use(s). A minimum lot size of 1.0 hectare shall apply to these lands.*

It has been demonstrated through the various consultant studies and this Planning Justification Report that the proposed development of the 1.5 ha gross site area (or 1.03 ha net developable land area after road widenings, 0.3 m reserves, and natural areas have been discounted) is appropriate for residential apartment use, which will be addressed through a land use redesignation by way of a site-specific Official Plan Amendment by the Owner. The most appropriate land use designation to facilitate the proposed 6 and 7-storey apartment buildings on the tableland is *High Density Residential* as discussed later in Section 6.3.1.2 of this report. The site-specific policies to implement the overall development proposal and to be incorporated into the Official Plan Amendment document are identified and discussed in Section 7.0 of this report.

Regarding the protection of the natural heritage feature (ie. watercourse) along the west side of the subject lands, Section 3.2.4.8 *General Policies for Environmental Policy Areas* (EPA) states:

Ecosystem components which are not currently designated EPA, and which are identified through more detailed environmental investigations and studies as warranting specific protection and management measures, may be excluded from development in order to satisfy the Town's environmental policies and performance measures. In such cases, these lands will generally be placed in an EPA designation, and shall be subject to the policies of Section 5.7 (ie. Environmental Policy Area policies).

The Town's EPA policies require an Environmental Impact Study (EIS) and Management Plan to be prepared for lands including and adjacent to natural heritage features such as the watercourse located along the westerly limits of the property, which was undertaken by Palmer and documented earlier in this report. The Owner has also been working closely with the TRCA on the re-channelization and natural re-vegetation of the watercourse and 10 m wide buffer areas to protect these lands from development through the

proposed re-designation of this area of the property from *Special Residential* to *Environmental Policy Area* that will facilitate the conveyance of these lands to a public authority.

The client's development proposal aims to protect the watercourse along the westerly landholding by re-channelizing and re-naturalizing this environmental feature including providing associated 10 m wide buffers that will be dedicated to the appropriate public authority. The Toronto and Region Conservation Authority (TRCA) has approved the client's re-channelization and re-naturalization plans that will publicly benefit lands located downstream of the client's property by improving the condition and quality of the watercourse and by enhancing the natural habitat for various species. This water feature and natural buffers will provide for a more vibrant public realm and public open space adjacent to the Highway 50 corridor.

In light of changes to the site and building design reflected in the second submission and Town comments on the landscape plan, there was a need to address the proposed concrete pathway that was shown partially within the 10 m wide buffer along the west side of the apartment buildings. The comments related to having the pathway located entirely on the future condominium lands and outside of the 10 m wide buffer together with a chain link fence separating the public and private realms. To address these comments and maintain the original walkway location, Palmer prepared an Addendum EIS Letter dated March 2, 2022 that was sent to the TRCA for their review and acceptance that would justify the site design based on the following ecological and design rationale:

- *support for the native seeding plan for the 10 m floodplain setback;*
- *support for the walking pathway at the edge of the 10 m floodplain setback;*
- *confirmation that paving is acceptable for the pathway at this location; and,*
- *support or comment on the potential to grant an easement to the proponent / future condominium owner for the 10 m floodplain setback to allow for the maintenance of the floodplain setback area, while this area would be dedicated to a public authority. As of yet, no authority has formally requested ownership.*

Note: Palmer's fencing preference would be to keep the 10 m floodplain setback open, allowing the restoration plan planted trees / shrubs to provide a natural barrier between the natural feature restoration Planting Area and the 10 m floodplain setback. This would allow the future condominium owner to have access to maintain the pathway and mow the grass in the 10 m floodplain setback. Palmer would be open to erecting a fence between the 10 m floodplain setback and restoration Planting Area if necessary, but believe the plantings would suffice as a barrier.

On March, 11, 2022, the TRCA responded back in writing and confirmed the following:

- *TRCA staff support the use of a native seeding plan within the 10m floodplain buffer.*

- TRCA staff support the location of the paved pathway along the periphery of the 10m floodplain buffer as was shown on the drawings approved as part of our permit.
- Provided the extent of the pathway remains the same, pavement options are left at the discretion of the applicant.
- An easement for the allowance of maintenance of the 10m buffer and pathway in favor of the proponent/future condominium owner can be supported. It is our expectation that this maintenance will maintain the naturalized portions of the buffer as approved going forward.
- TRCA staff are in agreement that the proposed compensation plantings will form sufficient physical barrier to the Natural System and that further fencing will not be required.

The site currently has driveway access on both Albion-Vaughan Road and Highway 50 however, the Highway 50 access will be closed to vehicles and will link the development site to the existing sidewalk on Highway 50.

6.3.1.2 PROPOSED DENSITY AND LAND USE DESIGNATIONS

Section 5.10.3.27.8 of the Caledon Official Plan regarding *Residential Policy Areas* states the following:

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 right-of-ways, parks, school sites, Environmental Policy Area, and Open Space Policy Area:*

DENSITY CATEGORY	NET DENSITY RANGE	HOUSING TYPES
Low	Up to 30 units/net ha	- Detached - Multiples
Medium	30-44 units/net ha	- Detached - Multiples
High	45-87 units/net ha	- 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.*

Based on the above criteria, the proposed 265 new apartment dwelling units would best be represented by the High-Density Residential designation. Although the proposed net density of 258.5 units/ha exceeds the maximum permitted density of 87 units/net ha in this particular designation, it does represent the land use category with the highest density and permits apartment dwelling units, and the most suitable to apply to the subject lands. In addition, the site backs onto and will have pedestrian access available to Highway 50 and public transit, which is a Regional arterial road. The future residents of the site will also be in close proximity to commercial, employment and institutional facilities located along the Highway 50 corridor that are in walking and close driving distance. Although the proposed apartment complex will not be close to or adjacent to a park, the development will provide a children's play area at-grade and amenity areas within the building as well as individual unit balconies that will facilitate the passive, active and recreational needs of the future residents of the complex. In addition, the proposed pedestrian linkages to Highway 50 and the future multi-use pathway to be constructed on the west side of Highway 50 in 2025, and to the proposed multi-use pathway to be built by the landowner along Albion-Vaughan Road, and the circuitous pedestrian walkways to be built throughout the site, will promote walking and cycling activities and connections to the immediate community.

As identified earlier, the Albion-Bolton Fairgrounds, Albion Bolton Community Centre, and the Caledon Centre for Recreation and Wellness (Community Centre) are located to the north on Highway 50, as well as, several parks, conservation areas, and natural trails for the future apartment residents to access and enjoy.

6.3.1.3 PROPOSED BUILDING HEIGHT AND SHADOW IMPACT

The proposed residential development provides a high-rise scale of development within the Caledon context with maximum heights to not exceed 7-storeys for the apartment building that will continue to contribute towards a village character-feel to the site and area within the *Bolton Rural Service Centre*. It is noted that 6 and 7-storeys would constitute a mid-rise building form throughout most of the Greater Toronto Area, where buildings greater than 12-storeys would be considered to be a high-rise form.

The majority of the proposed building is 6-storeys (ie. 18.9 m to top of 6th floor, or 22.5 m to the top of the mechanical penthouse for the north Tower “A”; approximately 3 m or 10 foot floor to ceiling heights) with the southerly-most wing being 7-storeys (ie. 22 m to the top of the 7th floor, or 25.51 m to the top of the mechanical penthouse for the south Tower “B”), which is sited directly adjacent to the recently constructed 4-storey indoor storage building (ie. 14.5 m height) to the south. The proposed apartment building is also slightly higher than the recently built 4-storey senior’s residence to the north of the subject lands that is located adjacent to 2-storey townhouses. The proposed apartment development will enhance the village atmosphere and character of Bolton by transforming towards becoming a complete community that includes all types of residential housing, a compatible mix of heights, and places to shop, work, and recreate with access to nearby community centres, conservation areas, trails and parks.

Shadow Study drawings were prepared by Fausto Cortese Architects for the months of March 20 (Spring Equinox), June 21 (Summer Solstice), September 22 (Fall Equinox), and December 21 (Winter Solstice) showing the shadow impacts throughout the day and over the course of the year. In light of changes to the development proposal to include a 7th storey for the southerly Building B and the elimination of the townhouses, the Shadow Study dated March 10, 2023, identifies the following:

- In the Spring, most of the shadows are cast over the site with shadows slightly extending across Albion-Vaughan Road to the east.
- In the Summer, most of the shadows throughout the day are cast over the site and are rather minimal.
- In the Fall, most of the shadows are cast over the site with shadows slightly extending across Albion-Vaughan Road to the east.
- In the Winter, most of the shadows are cast over the site and extend slightly to the northwest over Highway 50, and slightly over the property to the north.

Overall, there is minimal shadow impact to the adjacent lands. The greatest shadows occur in the Winter, followed by Spring and Fall. The least amount of shadow occurs during Summer when the sun is at its highest point in the sky and the days are much longer.

6.3.1.4 PROPOSED UNIT SIZES AND TYPES

The proposed apartment-style residential units have been designed with varying unit sizes and number of bedrooms within the two buildings. The unit styles, average unit sizes, and numbers of each unit type that are proposed within the two buildings include:

- 78, 1-bedroom (29.4 %) at 55 -64 m² (592 - 633 sqft) average size per unit
- 36, 1-bedroom + den (13.6 %) at 74 -93 m² (800 – 1,004 sqft) average size per unit
- 99, 2-bedroom (37.4 %) at 86 - 104 m² (932 – 1,114 sqft) average size per unit
- 39, 2-bedroom + Large Balcony (14.7 %) at 94 - 116 m² (1,011 – 1,244 sqft) average size per unit
- 13, 3-bedroom (4.9 %) at 147 - 167 m² (1,584 – 1,801 sqft) average size per unit

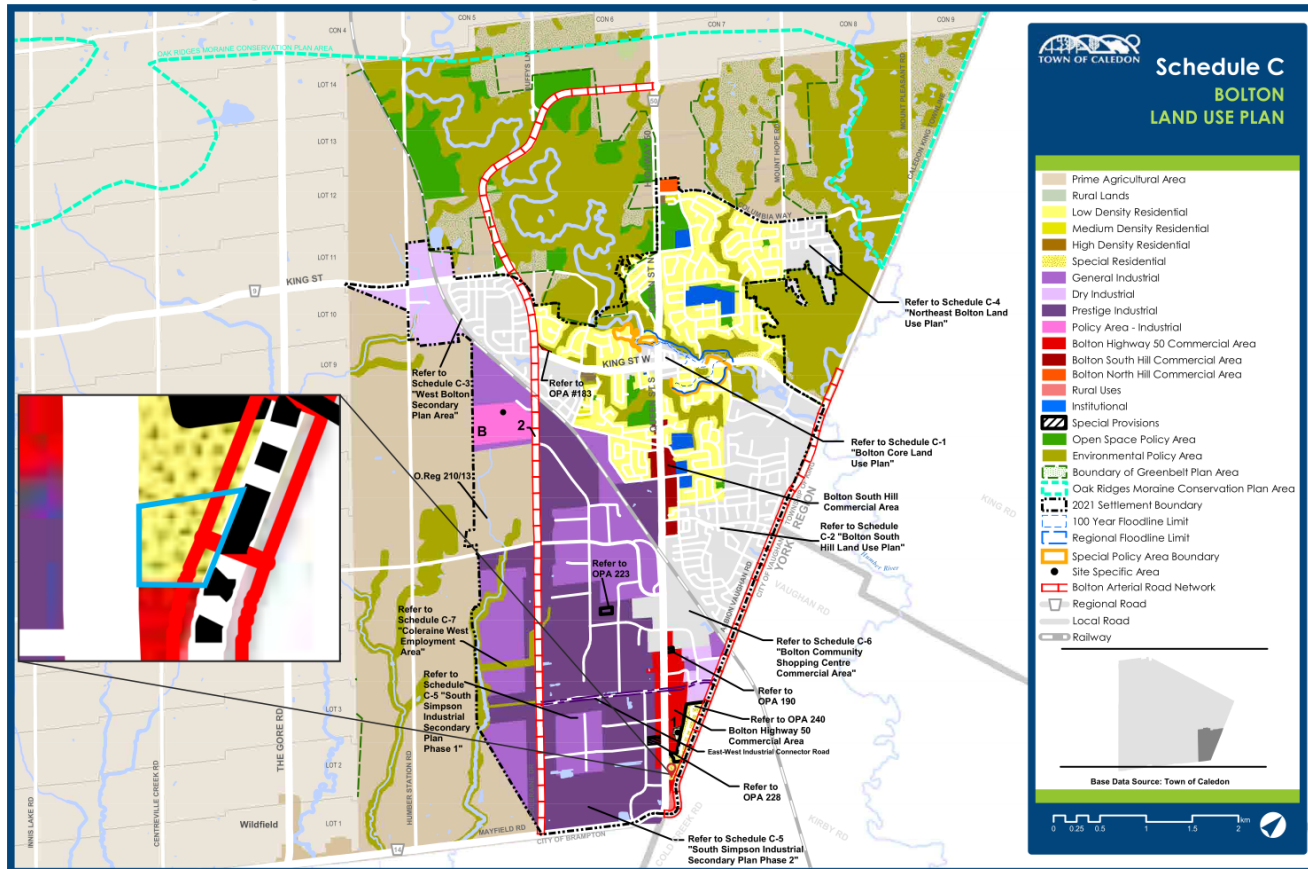
The proposed development provides for a range of unit sizes and number of bedrooms that will attract a variety of household types of varying income levels and life-style requirements including first-time homebuyers, single persons or couples, families, seniors and those seeking to downsize, and renters. The building and site have been designed by the architect to be accessible to all persons in accordance with the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and can accommodate persons with disabilities that can live independently.

The types and various sizes of units that will be available to the public as part of the client's development proposal will help to facilitate the Region's housing recommendation to the Town of Caledon that it permit a mix of unit sizes (1, 2, 3 or more bedrooms) in new multi-unit residential developments in collaboration with builders through the land use planning and development application review process as identified in the Town's 2017 Housing Study.

The various suite options that will be marketed to the public will allow persons who grew up in the Town of Caledon to remain and live within the Bolton community, and to be close to family, friends and their place of work, in housing that best meets their current needs, income level, and lifestyle.

All of the proposed unit types will be of a condominium tenure, and will be subject to a future draft plan of standard condominium application that will require approval from the Town of Caledon and the registration of a condominium plan that is registered on title.

Figure 8 – Town of Caledon Official Plan, Schedule C: Bolton Land Use



- Subject Lands**
- 12148 Albion-Vaughan Road
- Part of Lot 1, Concession 7
- Town of Caledon
- Regional Municipality of Peel

6.3.2 TOWN OF CALEDON ZONING BY-LAW

The subject lands are currently zoned *RR Rural Residential Zone* by Town of Caledon Zoning By-law 2006-50 (refer to **FIGURE 9**), which permits only the following uses: Accessory Apartment; Private Home Day Care; Detached Dwelling; and Home Occupation (maximum 6 students involving the instruction of a craft or skill). As the proposed residential apartment building use is not permitted in the RR Zone, an amendment to Zoning By-law 2006-50 is necessary to rezone the property to an appropriate residential zone that will permit this use and to identify any site-specific exceptions that will be necessary to implement the development. It will also be necessary to rezone the natural heritage features (ie. watercourse and 10 m buffer) to an *EPA1 Environmental Policy Area 1 Zone* category for future protection of these lands to be conveyed into public ownership.

It is being proposed that the developable tablelands be rezoned to RM Multiple Residential Zone, which permits Apartment Building and Private Home Day Care uses.

The following chart demonstrates the existing and proposed zone standards for the RM Zone to implement the apartment building development:

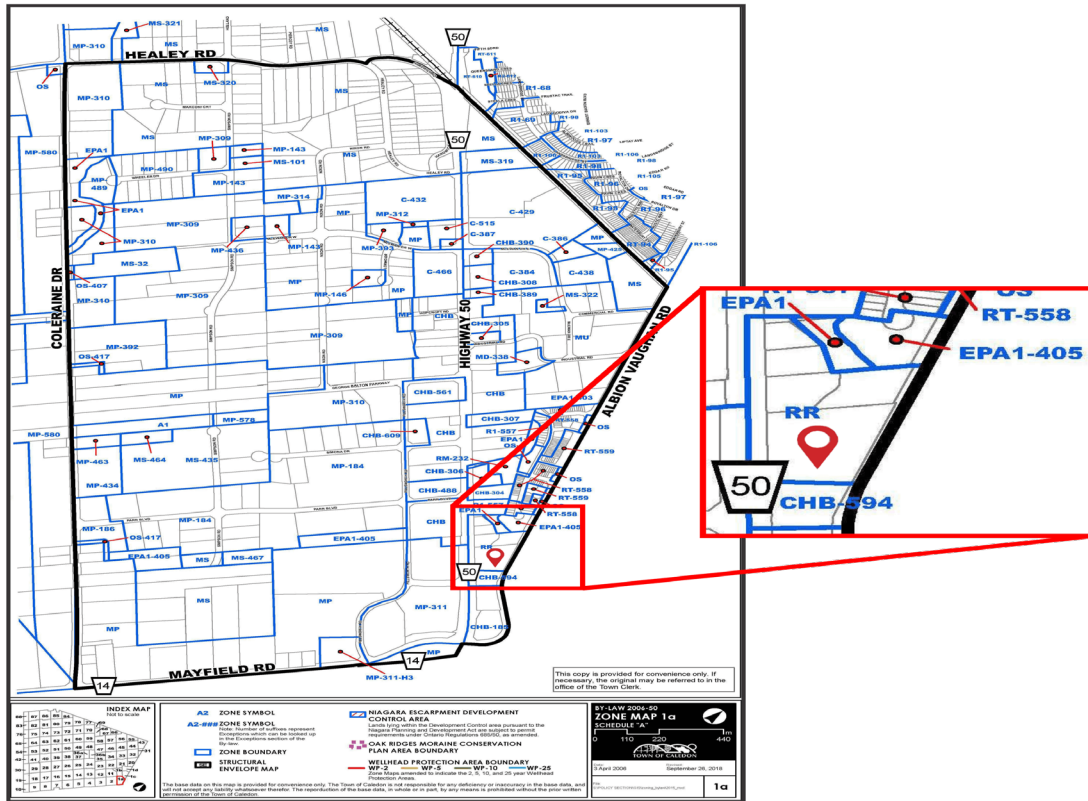
STANDARD	Existing RM Zone	Proposed RM Zone
Minimum Lot Area	925 m ² plus 120 m ² for each dwelling unit above 6 units (ie. 925 m ² + (259 units x 120 m ²) = 925 m ² + 31,080 m ² = 32,005 m ² or 3.2 ha)	10,255.99 m ² or 1.03 net ha (Exception Required)
Minimum Lot Frontage	30 m	106.9 m (ie. Albion-Vaughan Road)
Maximum Building Area	20 % (of 10,255.99 m ² net developable area = 2,051.2 m ²)	49.75 % or 5,102.8 m ² (ground floor) (Exception Required)
Minimum Front Yard (East)	9 m	9.2 m
Minimum Exterior Side Yard (N/A)	9 m	Not Applicable
Minimum Rear Yard (West)	7.5 m	Zero (0) m (Exception Required)
Minimum Interior Side Yard (North + South)	7.5 m	5.6 m (north) and 3.9m (south) (Exception Required)
Maximum Building Height (building containing more than 7 units)	12.2 m	25.51 m (to top of mechanical penthouse for south Tower "B") – rounded-up to 26m (Exception Required)
Minimum Landscape Area	45 % (10,255.99 m ² net area = 4,615.2 m ²)	29.98 % (3,075.1 m ² landscaped area / 10,255.99 m ² net area)

		(Exception Required)
Minimum Privacy Yard	1 for each habitable room window any portion which is less than 2.5 m above finished grade	40 at-grade private exclusive use outdoor patios (Exception Required)
Minimum Privacy Yard Depth	5 m	1.8 m (Exception Required)
Minimum Play Facility	1 for each lot with more than 10 dwelling units	1 to be provided at-grade (Exception Required)
Minimum Play Facility Area	4 % (4% of 10,255.99 m ² net developable area = 410.2 m ²)	1.33 % (or 136.92 m ²) (Exception Required)
Play Facility Location	Permitted only in a Rear Yard or Interior Side Yard but not in any portion of a privacy yard	To be permitted at-grade in the Front Yard (Exception Required)
Minimum Driveway Setbacks	0.5 m	North driveway: 1.35 m to north lot line South driveway: 2 m to south lot line
Minimum Parking Space Setback (from any street line)	6 m	26.2 m
Minimum Required Parking	464	462 (2 space or 0.4% deficiency) (Exception Required)

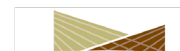
ZONING EXCEPTION – EPA1 ZONE	Existing EPA1 ZONE	Proposed EPA1 ZONE
Permitted Uses	Environmental Management, Forest Management, and Recreation Non-Intensive	A 1.5 m wide concrete walkway (or other material permitted by the TRCA) may encroach into the 10 m wide buffer (Exception Required)

It has been demonstrated through the various consultant studies and this Planning Justification Report that the proposed development of the 1.5 gross overall ha (1.02 net developable ha) site is appropriate for a residential apartment use, which will be addressed through a site-specific Zoning By-law Amendment by the Owner. The implementing zoning (RM Zone – tableland, and EPA1 – valley lands) and site-specific exceptions to be incorporated into the Zoning By-law Amendment document are identified and discussed in Section 8.0 of this report.

Figure 9 – Town of Caledon Zoning By-law, Zoning Map 1a, Schedule A



Subject Lands - Zone RR



7.0 PROPOSED OFFICIAL PLAN AMENDMENT PROVISIONS

The Town of Caledon's Official Plan under the *Special Residential* policies requires that a site-specific amendment to its Official Plan be undertaken by the Owner to justify the proposed residential development on the site as discussed in Section 6.3.1.2 of this report, which determined through the analysis of the Official Plan policies that the developable tableland portion of the site (1.02 net ha) should be re-designated from *Special Residential* to *High-Density Residential* to permit the proposed residential apartment building development. On this basis, the following site-specific provisions to the proposed *High-Density Residential* designation are necessary to implement the proposal:

- Maximum Permitted Density (units/ha) based on net developable site area: 258.5 units/ha
- Maximum Permitted Building Height: 7-storeys
- Site-specific provisions:
 - The site shall be developed on full municipal services;
 - All vehicular access to and from the subject lands shall be restricted to Albion-Vaughan Road, and there shall be no vehicular access from Highway 50.

It will be necessary to redesignate the watercourse and 10 m buffer lands along the westerly portion of the property from *Special Residential* to *Environmental Policy Area*. These lands are also being rezoned to EPA1 Environmental Policy Area 1 Zone to further protect the natural features on the property, and will be conveyed into public ownership.

A copy of the draft site-specific Official Plan Amendment to implement the proposed development has been submitted under separate cover.

8.0 PROPOSED ZONING BY-LAW AMENDMENT EXCEPTIONS

A Zoning By-law Amendment Application is required to amend the Town of Caledon's Zoning By-law 2006-50, as amended, to rezone the subject property from RR Rural Residential Zone to RM Multiple Residential Zone (ie. developable tableland) and EPA1 Environmental Policy Area 1 Zone (ie. watercourse and 10m buffer), to permit the proposed residential apartment development and the protection of the natural features on the site, respectively. The zoning exceptions to the RM Zone identified in the chart in Section 6.3.2 of this report will need to be included in the draft Zoning By-law Amendment that is to be submitted to the Town. These exceptions area as follows:

ZONING EXCEPTION – RM ZONE	REQUIRED STANDARD – RM ZONE	PROVIDED STANDARD – RM ZONE
Minimum Lot Area	3.2 ha	1.02 net ha (10,255.99 m ²)
Maximum Building Area	20 % (of 10,255.99 m ² net developable area = 2,051.2 m ²)	49.75 % or 5,102.8 m ² (ground floor)
Minimum Interior Side Yard	7.5 m	5.6 m (north) & 3.97 m (south)
Minimum Rear Yard	7.5 m	Zero (0) m
Maximum Building Height	12.2 m	26 m (top of mechanical penthouse)
Minimum Privacy Yard	1 for each habitable room window any portion which is less than 2.5 m above finished grade	40 at-grade private exclusive use outdoor patios
Minimum Privacy Yard Depth	5 m	1.8 m deep for each at-grade exclusive use outdoor patio
Minimum Play Facility	1 for each lot with more than 10 dwelling units	One (1) at-grade play area
Minimum Play Facility Area	4 %	1.33 % (136.92 m ²)
Play Facility Location	Rear or Interior Side Yard	Front Yard
Minimum Required Parking	464 spaces	462 spaces
Minimum Landscape Area	45 % or 4,615.2 m ²	29.98 % or 3,075.1 m ²
ZONING EXCEPTION – EPA1 ZONE	REQUIRED STANDARD – EPA1 ZONE	PROVIDED STANDARD – EPA1 ZONE
Permitted Uses	Environmental Management, Forest Management, and Recreation Non-Intensive	A 1.5 m wide concrete walkway (or other material permitted by the TRCA) may encroach into the 10 m wide buffer

The proposed site-specific exceptions can be supported as they implement the site and building layout and design as reflected in the plans and justification reports prepared by the Owner’s consultant team. The reasons to support the site-specific exceptions are as follows:

- The net developable lot area of 1.02 ha after road widenings, 0.3 m reserves, and open space and the 10 m wide buffer lands have been subtracted from the gross site area of 1.5 ha is considered, the resultant land area is considered to be an appropriate site size to facilitate the 6 and 7-storey apartment building that includes walkways, amenity areas and parking. The zoning calculation inflates the required lot area when the number of proposed dwelling units increase. The proposed site size and building design can facilitate the recreational needs of the future residents through exclusive use balconies and at-grade patios, two levels of indoor amenity space, roof-top amenities,

an at-grade children's play area, and a pedestrian walkway system throughout the property that will connect to both Albion-Vaughan Road and Highway 50. The number of dwelling units proposed within the development should not dictate the site size nor the quality of the overall site and building design, which is considered to be appropriate to facilitate the needs of the future 265-unit owners.

- The maximum building area of 49.75 % or 5,102.8 m² (ground floor footprint) is considered to be reasonable after road widenings, 0.3 m reserves, and open space and the 10 m wide buffer lands have been subtracted from the gross site area of 1.5 ha is considered. The well-designed site and building layout allows for an appropriate development of the property with landscaped and on-site amenity areas, children's play area, a circuitous pedestrian walkway system, sufficient number of at-grade visitors parking spaces, and a vehicular driveway network that facilitates access to functional service areas (ie. garbage and loading) and the buildings underground parking, and provides a comfortable living environment for the future residents enjoyment of the complex.
- The building setbacks for the rear yard and interior side yard are minimized to reflect a more urban development design that promotes walking and cycling with immediate access to main roads and multi-use pathways.
- The number of at-grade patios associated with the 40 ground floor units is being identified as required by the zoning by-law, as well as the depth of the at-grade patio being 1.8 m deep, which is a satisfactory size.
- The proposed building height of 7-storeys is in-keeping with the higher heights in the area including the commercial storage facility (14.5 m) to the south, and the 4-storey seniors building located to the north on Albion-Vaughan Road.
- The single children's play area is proposed in the front yard in a visible, convenient and safe location within the site that does not conflict with on-site traffic. The location of the children's play area was not considered to be appropriate adjacent to the commercial storage facility to the south or next to the residential single detached lot to the north, nor was it considered to be appropriate at the rear of the site next to the open space and buffer lands given the potential danger of children being too close to a watercourse should it flood.
- The size of the children's play area of 136.92 m² or 1.33 % of the net developable site area is considered to be reasonable within an urban context. The apartment complex also includes indoor amenity space for the future residents to enjoy and each unit owner has exclusive use to their own private balcony or at-grade patio. The children's play area is rectangular in shape and can be easily designed and facility-fitted with play equipment.
- The reduction in parking from 464 to 462 spaces (2 space or 0.5% deficiency) is considered to be extremely minimal and supported by the parking study prepared by Paradigm Transportation

Solutions. There is sufficient resident and visitor parking spaces including accessible spaces to meet the demand for this project.

- The minimum landscaped area of 29.98 % or 3,075.1 m² is considered to be appropriate for the net site area and facilitates hard and soft landscaping including green space and walkways that are well designed and provided along the perimeter of the site and for screening of certain areas such as the maintenance and underground parking access areas. The landscaped areas also complement the natural heritage area and buffer on the west side of the building that will be conveyed into public ownership. The proposed landscaping to be provided on the developable portion of the site is considered to be an appropriate amount and consistent with other urban multi-unit residential housing development found in the Greater Toronto Area.

The proposed exceptions will permit the residential apartment building typology on the subject lands in conjunction with the environmental features. As previously discussed, the environmental features located on the subject lands are proposed to be rezoned to EPA1 Environmental Policy Area 1 Zone, adjacent to Highway 50. The rezoning of environmental features will delineate the rear lot line of the residential development to be the zone boundary between the RM Multiple Residential Zone and EPA1 Environmental Policy Area 1 Zone.

The proposed site-specific exceptions will facilitate the development of the residential apartment buildings, which will be subject to a future application for Draft Plan of Condominium (Standard).

An exception to the EPA1 Zone is proposed to recognize the 1.5 m wide concrete walkway (or other material permitted by the TRCA) that is sited along the west edge of the building within the RM Zone, which can cross into the 10 m wide buffer zoned EPA1 Zone as confirmed to be acceptable through correspondence between Palmer and the TRCA dated March 11, 2022.

A copy of the draft site-specific Zoning By-law Amendment to implement the proposed development has been submitted under separate cover.

9.0 PROPOSED SITE PLAN

A Site Plan Application is required to facilitate the development details (including but not limited to setbacks, building heights, materials, colours, landscaping, and servicing) and necessary approvals to construct the two, 6 and 7-storey apartment towers linked by an enclosed two-storey common amenity area with a total of 265 units fronting onto Albion-Vaughan Road and supported by 2 underground levels of parking and at-grade amenities. The gross floor area (GFA) of the proposed development is as follows:

- Towers “A” + “B” (Residential Condo – 6 and 7-storeys, respectively) GFA: 28,266.3 m² (304,255.92 sqft)
- Amenity Space (Residential Condo) GFA: 2,219.19 m² (23,887.16 sqft)

- Proposed Density (ie. Total Units / Net Site Area in ha) = 265 / 1.02 ha = 258.5 units/ha

There will be one main driveway access into the site located centrally on Albion-Vaughan Road that will lead to a circular internal courtyard for pick-up and drop-off in front of the 6 and 7-storey building together with two visitor parking areas, and a ramp entrance to the 2 levels of underground parking that will serve the apartment residents. Two (2) service access driveways will also be provided at the northeast and southeast corners of the property on Albion-Vaughan Road that will lead to the garbage and moving rooms located at either end of the apartment building.

The types and sizes of the total 265 condominium apartment units are as follows:

- Towers “A” and “B”: 265 Total Units
- 78, 1-bedroom (29.4 %) at 55 -64 m² (592 - 633 sqft) average size per unit
- 36, 1-bedroom + den (13.6 %) at 74 -93 m² (800 – 1,004 sqft) average size per unit
- 99, 2-bedroom (37.4 %) at 86 - 104 m² (932 – 1,114 sqft) average size per unit
- 39, 2-bedroom + Large Balcony (14.7 %) at 94 - 116 m² (1,011 – 1,244 sqft) average size per unit
- 13, 3-bedroom (4.9 %) at 147 - 167 m² (1,584 – 1,801 sqft) average size per unit

A total of 462 parking spaces for the residents (452) and visitors (10) will be provided to serve the apartment complex including 12 accessible spaces, whereas 464 total parking spaces are required resulting in a deficiency of 2 parking spaces (0.5 %). The parking to be provided for the development is as follows:

Parking Level	Accessible Spaces (as part of the Resident + Visitor Parking Count)	Resident + Visitor Parking Spaces
Surface	4	10 visitors parking spaces
P1	8	221 resident parking spaces
P2	0	231 resident parking spaces
TOTALS	12	462

The 12 proposed accessible parking spaces will be provided and located in strategic locations close to building entrances and the two internal elevator areas for each tower and equally spaced throughout the surface and P1 underground level to serve the residential apartment building.

Bicycle Parking	Long-Term	Short-Term	Total
Surface	0	30	30
P1	28	28	56
P2	28	28	56
Total	56	86	142

A total of 142 bicycle parking spaces will be provided to serve both the residents and visitors to the site including 86 short-term spaces and 56 long-term spaces. Bicycle storage rooms are provided on both levels of the underground garage to serve the residents in the complex.

The 6 and 7-storey condominium apartment will be designed primarily with red-coloured brick material and accented horizontally with a white stone-like material for the first two floors, as well as vertically from top to bottom by intermittently breaking up the red brick in sections. Each unit will have an enclosed glass balcony or at-grade patio and concrete base. The interior of the apartment building provides for amenity space rooms on the main, second, Penthouse A and Penthouse B levels, together with a green roof-top terrace on the third floor and above the 6th and 7th floors. Outdoor amenity areas are provided in the landscaped areas surrounding the building including a pathway to be partially located within the 10 m buffer adjacent to the watercourse on the west side of the building. A children's play area will be provided at-grade on the east side of the south tower.

The site plan application also includes a landscape plan that shows the locations of all the trees and shrub planting throughout the complex.

The existing watercourse along the west and northwest areas of the site will be realigned to its original location on the property and will include a 10 m buffer that will be re-naturalized and conveyed into public ownership.

Should the Town of Caledon approve the Site Plan Application, it will be necessary for the Owner to submit a Draft Plan of Condominium Application for future approval of a standard condominium tenure for the apartment building on the subject lands.

10.0 PUBLIC ENGAGEMENT STRATEGY

The Town of Caledon undertakes the following public engagement process for Official Plan and Zoning By-law Amendment Applications:

- *A notice of application sign is posted on the property.* The signage was posted and updated on August 27, 2021.
- *A Notice of the Public Meeting is advertised in the local newspaper and on the City's web-site.* The Notice was posted on the Town's website and placed in the Caledon Enterprise and Caledon Citizen on September 9, 2021 and Vaughan Citizen on September 16, 2021.
- *Notices for the Public Meeting are mailed out to property owners within a 120 metre (400 feet) radius of the subject lands in accordance with the statutory provisions of the Provincial Planning Act.* The Notice of Public Meeting was mailed to all landowners within 120 m (393.7 ft) on September 9, 2021.
- *A statutory Public Meeting is held by the Town of Caledon in accordance with the Planning Act requirements.* The Public Meeting was held on-line (due to the Covid-19 pandemic) on October 5, 2021.

The above-noted development applications for Official Plan and Zoning By-law Amendment have had a public engagement strategy that is consistent with the Town of Caledon's public engagement process as outlined above.

11.0 CONCLUSION

The proposed applications to amend the Official Plan and Zoning By-law and for approval of a Site Plan Application will facilitate the development of an under-utilized parcel of land for a future condominium complex comprising two, 6 and 7-storey apartment towers linked by an enclosed two-storey common amenity area with a total of 265 units fronting onto Albion-Vaughan Road that will include two levels of underground parking. The proposed development will provide a mix of residential apartment units of varying sizes and number of bedrooms with an intended condominium ownership that will complement the recent freehold townhouses and 4-storey senior's building built to the north on Albion-Vaughan Road. Applying the Town's person/unit ratios contained in the 2019 – 2031 Development Charges Update Study, KLM Planning Partners Inc. estimates that 496 new residents will reside in the new apartment buildings.

The proposed development of the subject lands will facilitate an efficient use of land that will utilize existing municipal and regional infrastructure, including roads, water, and sewers, and promote opportunities for increased public transit on Highway 50. In addition, the development will contribute to the Town of Caledon and the Region of Peel meeting their growth targets, while also providing additional residential units to the Town's housing stock. The proposed units will also contribute towards satisfying the Province's recent Bill 23 "More Homes Built Faster Act" that will require 1.5 million homes to be built in Ontario over the next 10 years including a target of 13,000 new units in the Town of Caledon.

In addition, the proposed development provides for the protection of natural heritage features on the subject lands associated with the stream that traverses along the west and northwest areas of the property that will be conveyed into public ownership together with the 10 m buffer above the staked development limits.

In light of the above, the Owner is proposing to amend the Town of Caledon's Official Plan by redesignating the tableland from *Special Residential* to *High-Density Residential* with site-specific provisions to be included in the implementing Official Plan Amendment as identified in Section 7.0 of this report. It will also be necessary to redesignate the watercourse and 10 m buffer lands from *Special Residential* to *Environmental Policy Area*.

The Owner is also proposing to rezone the property from *RR Rural Residential Zone* to *RM Multiple Residential Zone* (ie. developable tableland) and EPA1 Environmental Policy Area 1 Zone (ie. watercourse and 10 m buffer) together with site-specific exceptions as identified in Section 8.0 of this report to implement the proposed residential development and the protection of the natural features on the site.

The Owner has also submitted a Site Plan Application that provides the development and design details for the project including but not limited to setbacks, building heights, materials, colours, landscaping, and servicing. Should the Town of Caledon approve the Site Plan Application, it will be necessary for the Owner to submit a future Draft Plan of Condominium Application for approval of a standard condominium tenure on the subject lands.

The proposed applications conform to and do not conflict with the *Provincial Policy Statement (2020)*, *A Place to Grow Plan: Growth Plan for the Greater Golden Horseshoe (2020)*, *Region of Peel Official Plan (2021, and new 2022)*, and the *Town of Caledon Official Plan (2018)* as amended, and will facilitate a desirable and appropriate mix of residential development that will address various income levels and lifestyle choices, and the protection of natural heritage features within a public ownership arrangement.

Based on the foregoing, it is the opinion of KLM Planning Partners Inc. that the proposed development represents good land use planning and can be supported.

Respectfully submitted,

KLM PLANNING PARTNERS INC.



Grant Uyeyama, BAA, MCIP, RPP
Principal Planner