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PLANNING JUSTIFICATION REPORT

Official Plan Amendment & Zoning Bylaw Amendment

15, 21, and 27 Shore Street
Town of Caledon, Region of Peel

October 2024

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1.0 Introduction, Site Location & Site Description

The following Planning Justification Report has been prepared on behalf of Roscan Management Ltd. and Trican Estates Ltd. collectively being the Registered Owners of Lands legally described as Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7 as in PIN 14322-0319 (*LT*), PIN 14322-0320 (*LT*) & PIN 14322-0321 (*LT*), Town of Caledon, Regional Municipality of Peel, municipally known as 15, 21, and 27 Shore Street (“*Subject Lands*”).

The Subject Lands are approximately 0.2 Hectares (*0.5 Acres*) in Site Area and located on the north side of Shore Street and west of Highway 50 to the west, south of William Street and east of Oak Street.

Currently, the Subject Lands contain three Single Detached Dwellings with access via driveways from Shore Street. It is intended the three parcels will be consolidated into one parcel to accommodate the proposed redevelopment of the Subject Lands.

The Subject Lands front onto Shore Street being a local municipal road, which is maintained year-round. The Subject Lands are also located in proximity to Highway 50 being a Regional Road.

The proposed development of the Subject Lands entails a four storey Apartment Building with 19 Apartment Dwelling Units, 27 surface parking spaces, 10 long-term bike parking spaces, 4 short-term bike parking spaces, landscape buffers and landscaped areas, balconies, an internal circular 6m lane with access proposed from Shore Street via two driveways. The proposed development includes a total Gross Floor Area (*GFA*) of 1,557.39 Square Metres, a total Floor Space Index (*FSI*) of 0.78 and density of 96 units per hectare.

The proposed development will result in conveyance of a road widening for Shore Street of approximately 87 square metres and measured 9 metres from the centerline of road which will ensure Shore Street is planned in accordance with the Town’s Official Plan Road Network requirements. The proposed development will provide purpose built rental units to the, contributing toward the Region’s and Town’s housing needs.

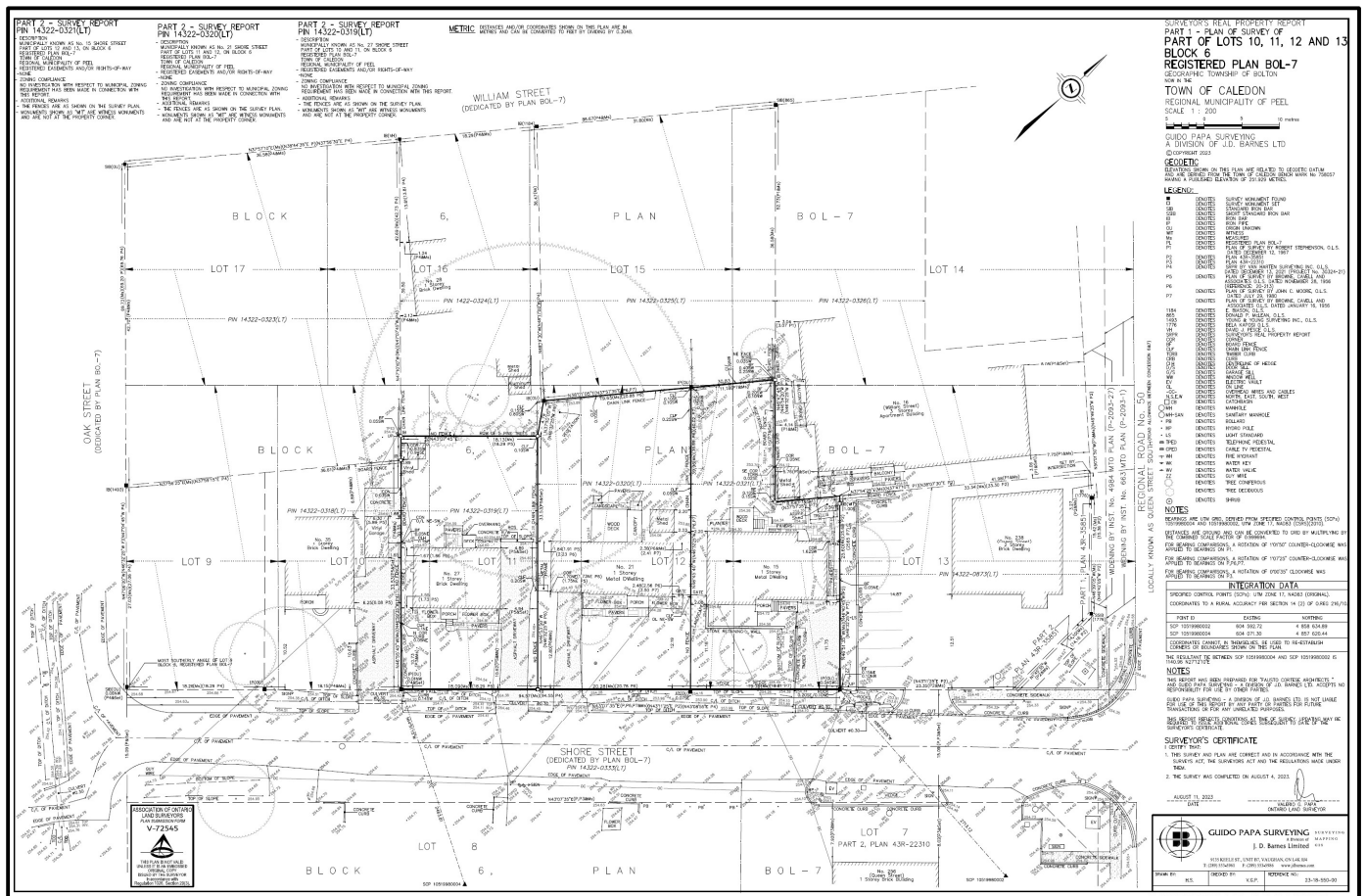
As mentioned, it is intended the proposed development will be of Rental Tenure providing much needed rental housing options to meet the Region’s and City’s housing supply requirements.

**Planning Justification Report, 15, 21, and 27 Shore Street
Town of Caledon, Regional Municipality of Peel**

To permit the proposed development an Official Plan Amendment and Zoning By-law Amendment are required, to re-designate the Subject Lands to 'High Density Residential' and to rezone the Subject Lands to a 'Multiple Residential-RM Zone' including site-specific zoning standards.

This Report provides for an overview of the Subject Lands, surrounding land uses, proposed development, applicable land use policies and regulations together with an assessment of the proposed development through various Expert Reports and Planning Analysis, to ensure consistency and conformity to the Provincial and Municipal land use planning policy framework.

Figure 1: Plan of Survey



Source: Guido Papa Surveying

2.0 Surrounding Land Uses

The Subject Lands form part of the established community of Bolton, are surrounded by a mix of existing lands uses and include mainly existing Residential and Local Commercial Uses.

In assessing the appropriateness of the proposed development, the surrounding and evolving land use context has been considered within the immediate area to demonstrate land use compatibility. The proposed development is representative of ‘gentle’ intensification with the Apartment Building Height limited to four storeys together with a Building Height of 13.87 metres.

A summary of existing land uses surrounding the Subject Lands includes:

North:

Existing Residential, Institutional, Community and Commercial uses are present north of Subject Lands. The Residential uses consist of mixed housing typologies including single detached and mid-rise apartment building dwellings. Institutional uses including places of worship. Commercial uses also exist in the form of dining, financial and personal service establishments.

East:

Immediately east and adjacent to the subject lands exists Highway 50, a Regional Road serving as a major throughfare. Further east, Residential, Institutional and Commercial uses exist. The Residential uses consist of mostly single detached dwellings. Institutional uses include elementary schools and places of worship while the Commercial uses consist of various retail outposts including grocery stores, dining and personal service establishments.

South:

Immediately south of the Subject Lands exists Residential uses including single detached dwellings. Commercial uses exist along Highway 50 including dining and personal service establishments. A more varied housing typology exists to the southeast of the Subject Lands including single and semi-detached dwellings along with townhouse dwellings. Industrial uses exist south of the Subject Lands straddling the Railway corridor.

West:

Immediately west of the Subject Lands exist ground related Residential uses which mainly consist of single detached dwellings along with community uses including the Albion-Bolton Community Centre and Fairgrounds. Further west exists mostly residential uses including single detached, townhouse and midrise apartment dwellings.

The surrounding land use context is in keeping with an existing neighbourhood character, which includes existing housing, recreational facilities, nearby schools, service commercial uses, employment uses and a robust road network capable of accommodating the proposed development.

The proposed development consisting of four storey Apartment Building fits well within the existing and evolving surrounding land use character, while adding in demand purpose built rental housing options for both existing and future residents.

The intensification of the Subject Lands will make efficient use of the lands while respecting the surrounding low-rise building typologies by means of limiting building height to four storeys and 13.87 metres including concentrating the built form in the ‘center’ of the land assembly with appropriate setbacks from existing residential dwellings. The proposed built form does not overwhelm, intrude upon or generate adverse impacts within the existing community and its design is mindful of the existing neighbourhood character while make more efficient use of the Subject Lands through intensification.

With proximity to the Highway 50 corridor, redevelopment of the Subject Lands will assist in sustaining the Bolton community’s housing stock by contributing purpose built rental Apartment Dwellings, which are accessible, without destabilizing the existing low-rise neighbourhood character by means of limiting site density and building height.

Further, being a form of intensification, the Subject Lands will make use of existing servicing infrastructure including existing utilities, water, wastewater and storm infrastructure while implementing sustainable measures such as underground storm water infiltration.

Accordingly, the proposed redevelopment of the Subject Lands will fit into the existing community, offering rental units for future residents and doing so without undue or adverse compatibility impacts. The proposed redevelopment is also supported by a wide range of

existing commercial and institutional uses throughout the Bolton community and located along Highway 50.

Figure 2: Site Location & Surrounding Land Use Map



Source: Google Earth

3.0 Existing Land Use Policies & Regulations

3.1 Provincial Plans & Policies:

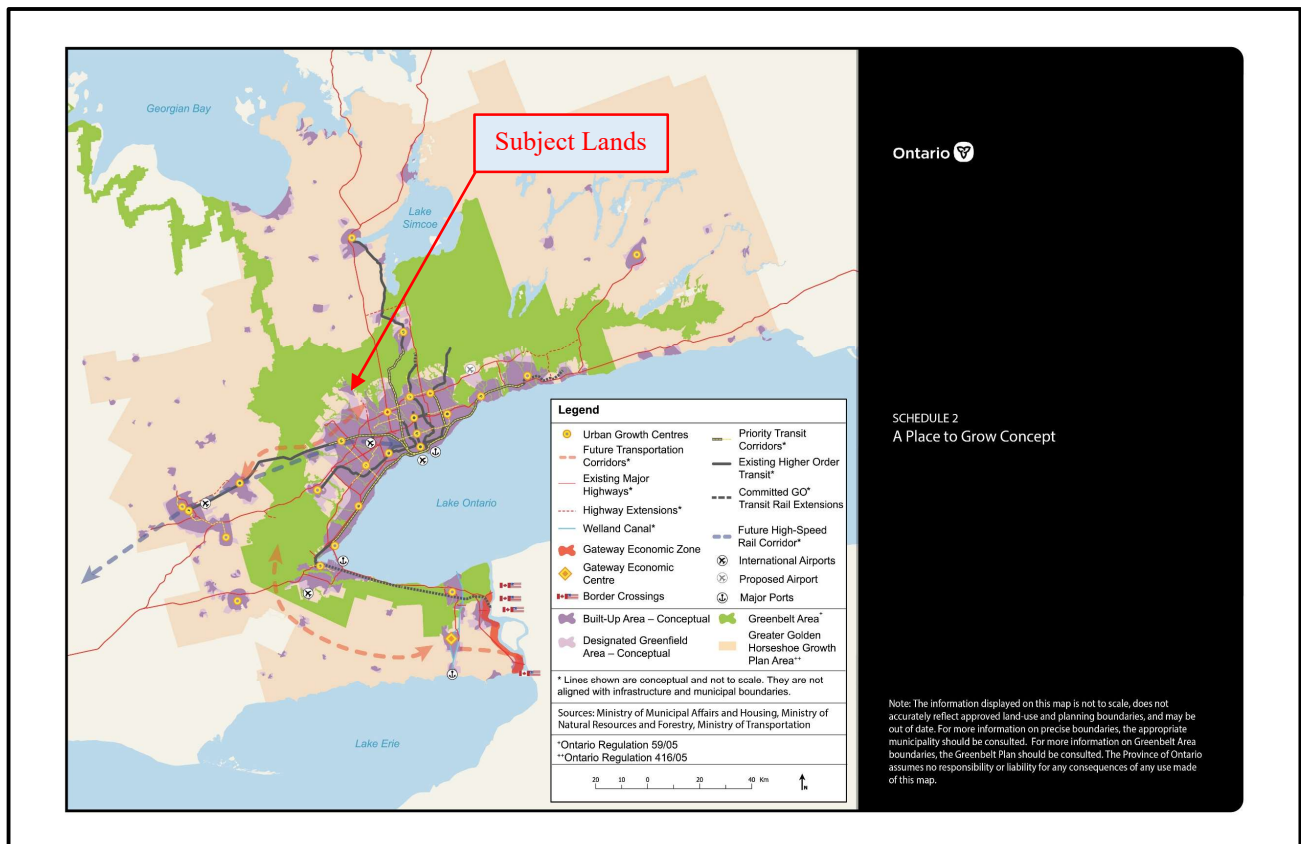
The Subject Lands are subject to various Provincial Plans and Policies including the *Planning Act*, ‘*A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2020 Consolidation)*’ and the *Provincial Policy Statement (2020)*, both of which provide a growth management and land use planning policy(s) framework.

The PPS provides policy direction on matters of provincial interest related to land use planning and development while the *Growth Plan* seeks to guide decisions on several matters including transportation, infrastructure planning, land use planning, urban form, housing, and natural heritage and resource protection.

Being located within an existing Settlement Area or Urban Area, the Subject Lands form part of the Growth Plan’s “Delineated Built Boundary”.

Development of the Subject Lands, for intensified residential uses, will contribute to the Growth Plan’s objective of creating and sustaining Complete Communities including contributing to the Plan’s and local Official Plan’s intensification targets, with the addition of new residential Apartment Dwellings of rental tenure.

Figure 3: Greater Golden Horseshoe Growth Plan Area



Source: Ontario.ca

As mentioned, development of the Subject Lands is also guided by the *Provincial Policy Statement (2020)* (“PPS”) which, which as noted, provides for a robust set of policies and rules to guide land use planning within the Province, to ensure appropriate growth management, use and management of natural resources, protection of the environment and public health and safety.

The *Planning Act* requires all decisions pertaining to land use matters shall be consistent with the PPS and conform to the Growth Plan.

Recently, the Province has placed great focus on policies to address and meet the growing housing demand and supply across the Greater Golden Horseshoe, which has seen record high demands and housing supply shortages including increasing land and housing prices.

To help generate increased residential housing supply, the Province introduced the *More Homes, More Choice Act, 2019* and associated *Housing Supply Action Plan*, which took effect May 1st, 2020 and Bill 23, the *More Homes Built Faster Act, 2022*. The Acts and Plan generally seeks to increase housing, support jobs, and reduce ‘red tape’ associated with development approvals.

Further, the Province introduced Bill 109, being the *More Homes for Everyone Act, 2022*, Bill 134, being the *Affordable Homes and Good Jobs Act, 2023*, and Bill 185 being the *Cutting Red Tape to Build More Homes Act, 2024*, all of which are intended to implement legislative policies and changes to address the ‘housing crisis’, throughout the Province making affordable housing options readily available to the marketplace in a timely manner.

It should also be noted, on October 20th, 2024, the *Provincial Policy Statement (2020)* will be replaced by the new *Provincial Planning Statement* and the Growth Plan will be revoked. The proposed development is consistent with the *Provincial Planning Statement*, which continues to encourage intensification of land uses within urban areas with existing municipal infrastructure and services.

The proposed development assists the Provincial objectives of increasing housing supply with varied housing options, with the Subject Lands being readily available and suitable for redevelopment.

The Town’s Housing Pledge seeks to construct 13,000 new homes by the year 2031. The Towns’ commitment to helping to meet this historic need of providing housing for residents underscores a firm commitment toward Community Building, through ensuring all residents have access to housing options and a resulting quality standard of living.

The proposed development represents an opportunity to provide a modest contribution in helping to meet the Town's and community's need for housing by generating 19 Apartment Dwelling Units including 5 one bedroom and 14 one bedroom with den units. The proposed development's design is representative of traditional architecture, mindful of the existing low-rise residential dwellings, which abut the Subject Lands while intensifying the number of residential dwellings on lands with proximity to Highway 50.

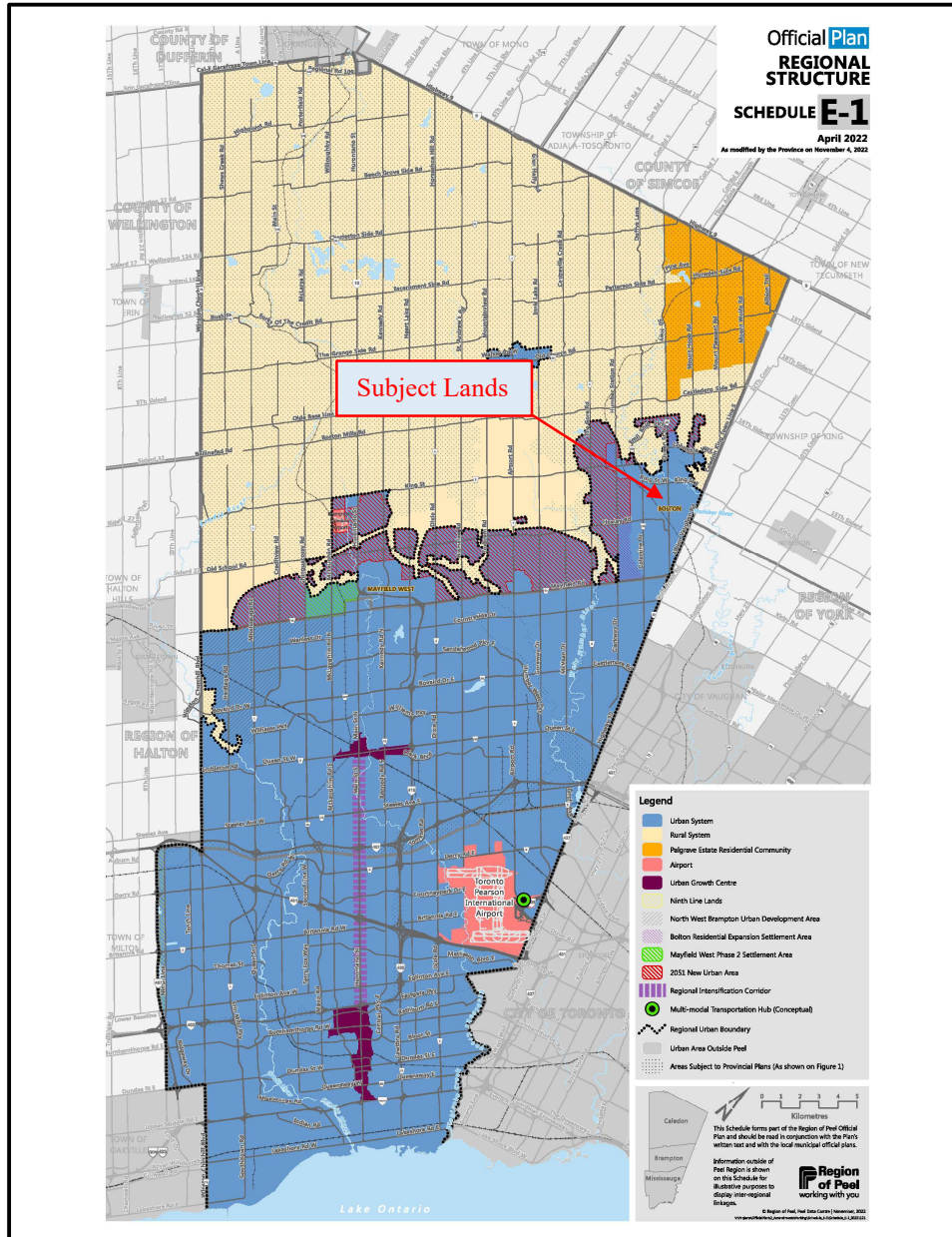
The site's-built form occupies a significant portion of the site area while providing for the Town's required road widening for Shore Street.

3.2 Region of Peel Official Plan:

The Subject Lands are designated 'Urban System', forming part of the Delineated Built Boundary, per the *Region of Peel Official Plan*.

Like the Provincial Plans and Policies, the Region's Official Plan provides for a growth management framework of the land use system, across Peel Region, to help guide decision making by setting the regional context for more detailed planning through protection of the environment, managing of resources and directing growth in an efficient and effective manner. The proposed development conforms to the Region's Official Plan by means providing housing supply within an Urban Area through gentle and limited intensification of the Subject Lands, the design of which has been arranged in an efficient manner with an internal circular drive aisle, and two access points from Shore Street, ensuring seamless vehicle movements, pedestrian sidewalks and a centralized built form.

Figure 4: Region of Peel Official Plan, Schedule D, Regional Structure



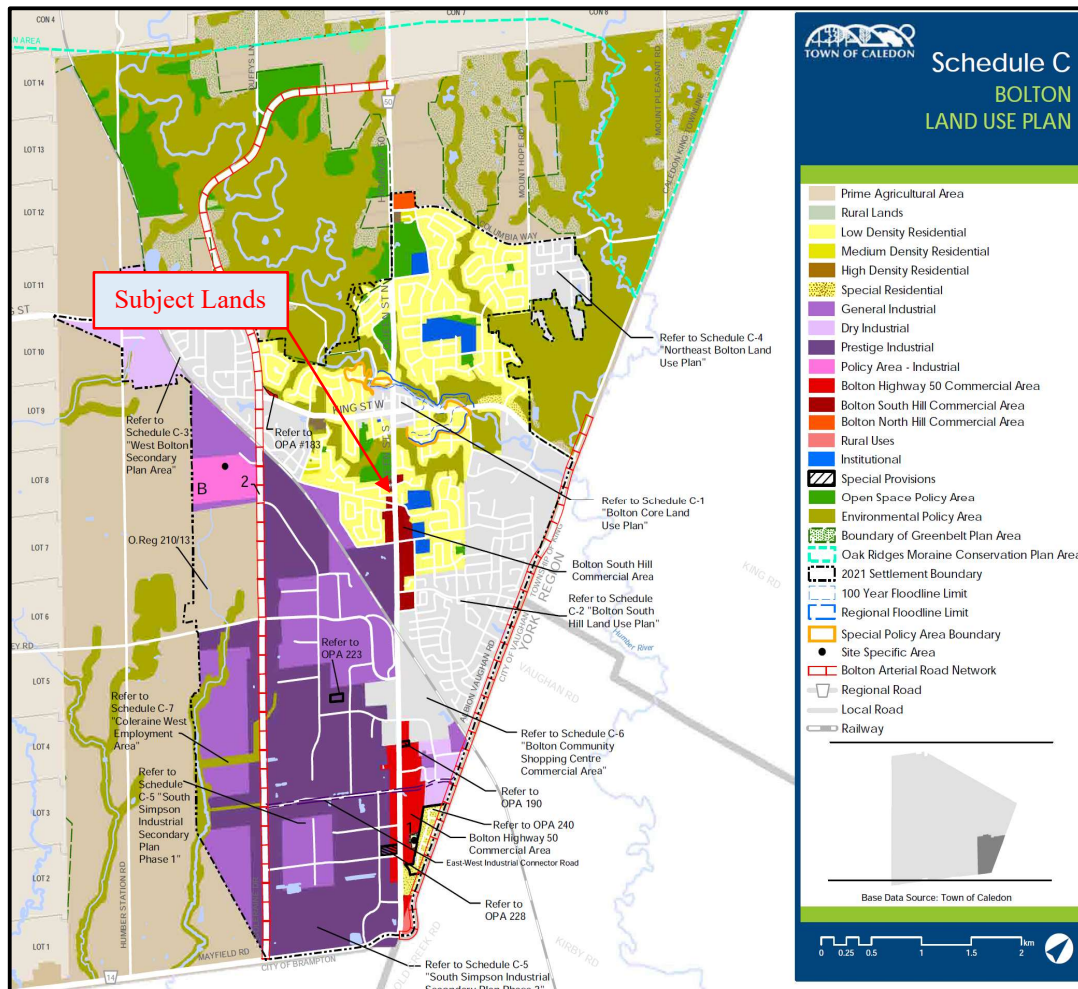
Source: Region of Peel Official Plan

3.3 Town of Caledon Official Plan:

The Subject Lands are designated ‘Low Density Residential’ on ‘Schedule C, Bolton Land Use Plan’ of the in-effect *Town of Caledon Official Plan*.

The ‘Low Density Residential’ designation does not permit Apartment Dwellings, nor the density required to implement the proposed development. Accordingly, an Official Plan Amendment is required to redesignate the Subject Lands to ‘High Density Residential’ together with a density of 96 units per hectare.

Figure 5: Town of Caledon, Official Plan Schedule C, Bolton Land Use Plan



Source: *Town of Caledon Official Plan (March 2024 Consolidation)*

A copy of the proposed Amendment is included within Appendix I of this Report.

3.4 Future Caledon Official Plan:

On March 26th, 2024, Town of Caledon Council adopted a new Official Plan being the *Future Caledon Official Plan*, which is presently under review by the Minister of Municipal Affairs and Housing.

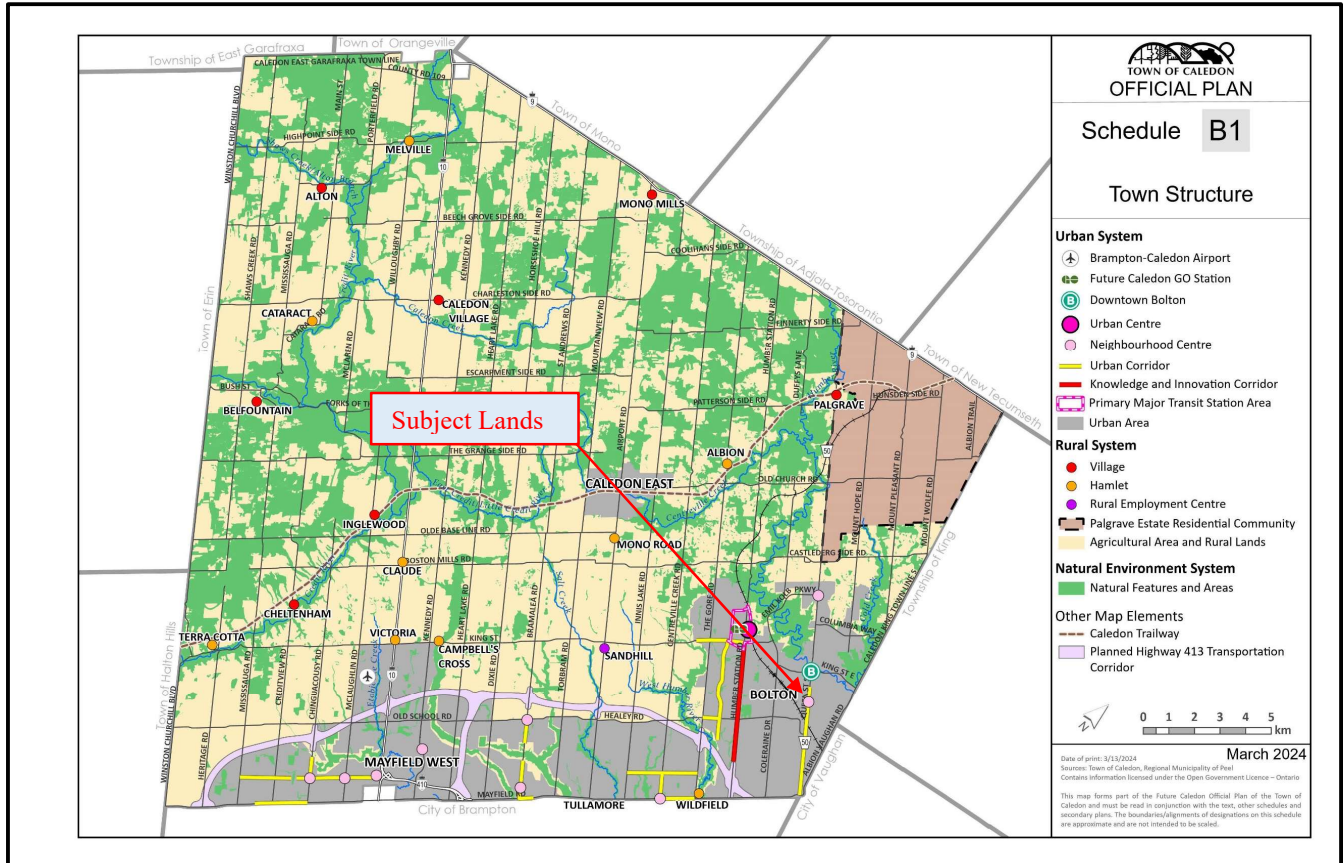
The Subject Lands form part of the ‘Delineated Built-Up Area’ being part of the Bolton Rural Service Centre and in close proximity to the Neighbourhood Centre and Downtown Bolton.

In accordance with Policy 1.2.1 the ‘consolidated’ 1978 Official Plan remains in-effect, as it pertains to the Bolton Settlement Area.

The Town is also undertaking a review of the various Secondary Plans within the Bolton Rural Service, for which, the Subject Lands, presently do not form part of a Secondary Plan.

Given the location of the Subject Lands, being strategically located in proximity to the Highway 50 corridor, consideration should be given to including the Subject Lands within a Secondary Plan.

Figure 6: Future Caledon Official Plan, Schedule B1 - Town Structure



Source: Future Caledon Official Plan

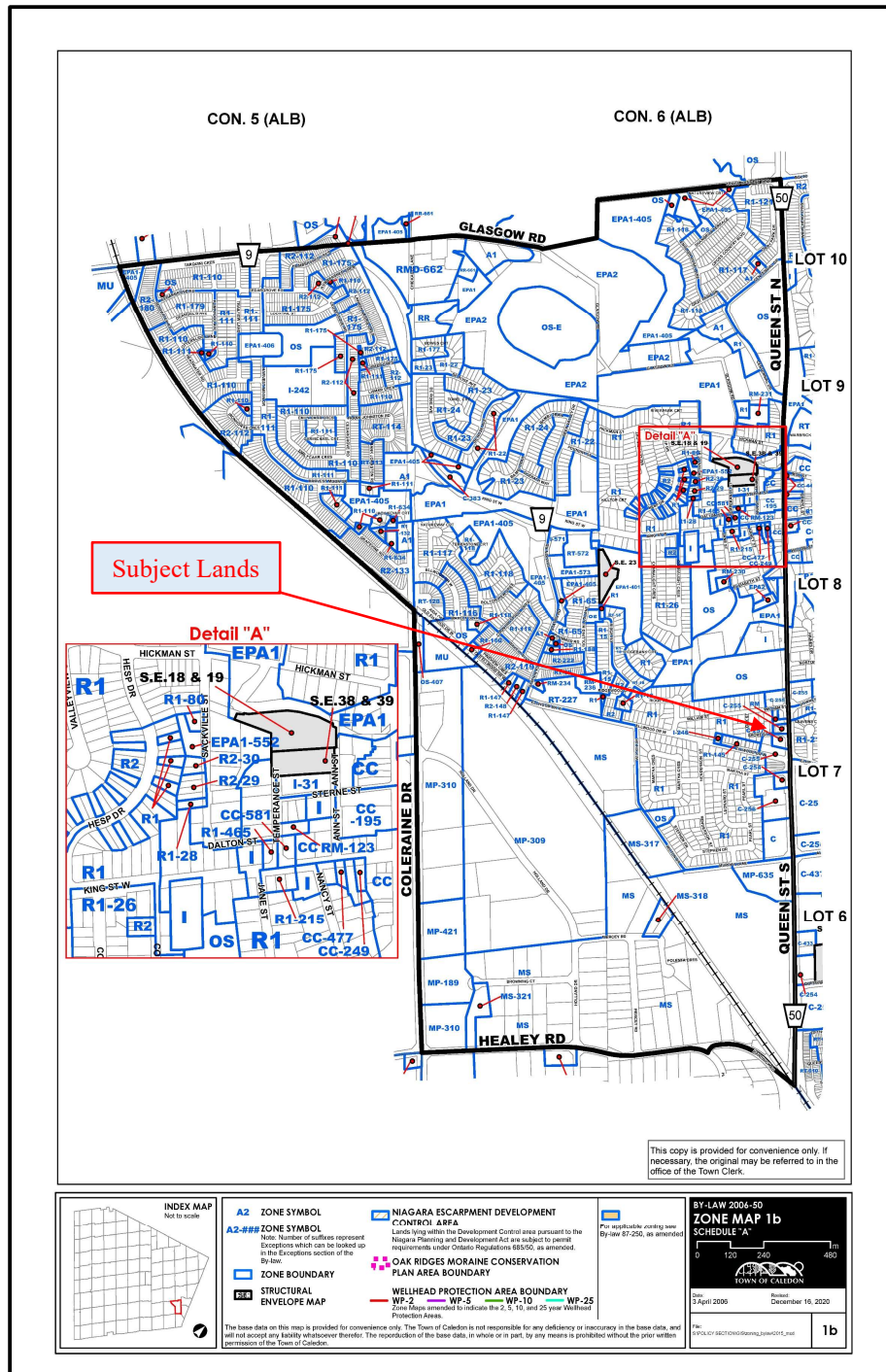
3.5 Town of Caledon Comprehensive Zoning By-law 2006-50:

The Subject Land are Zoned ‘Residential One-R1 Zone’ and ‘Commercial Exception C-255 Zone’ per the *Town of Caledon Comprehensive Zoning By-law No. 2006-50*, as amended.

A Zoning By-law Amendment is required to implement the proposed development by means of rezoning the Subject Lands to a site-specific ‘Multiple Residential-RM Zone’ including specific provisions pertaining to Building Height, Setbacks, Density, Bicycle and Vehicle Parking and Landscape requirements.

A copy of the proposed Amendment is included within Appendix II of this Report.

Figure 7: Town of Caledon Zoning By-law No. 2006-50, Zone Map 1b



Source: Town of Caledon Zoning By-law No. 2006-50, as amended

4.0 Proposed Development, Planning Act Amendments, & Tenure

4.1 Proposed Concept Site Plan:

The proposed Concept Site Plan has been extensively pre consulted with the Town and Region.

The classical architectural design and layout have been carefully considered, ensuring high quality urban design principles in accordance with the Town's Urban Design Guidelines while offering an appealing aesthetic along the local street leading to the Highway 50 corridor. The design incorporates surface parking, waste staging and landscape buffer areas while situating the 4-storey Building, centrally, within the assembled lots. High quality construction materials along with a mix of one bedroom and one bedroom plus den units are also proposed.

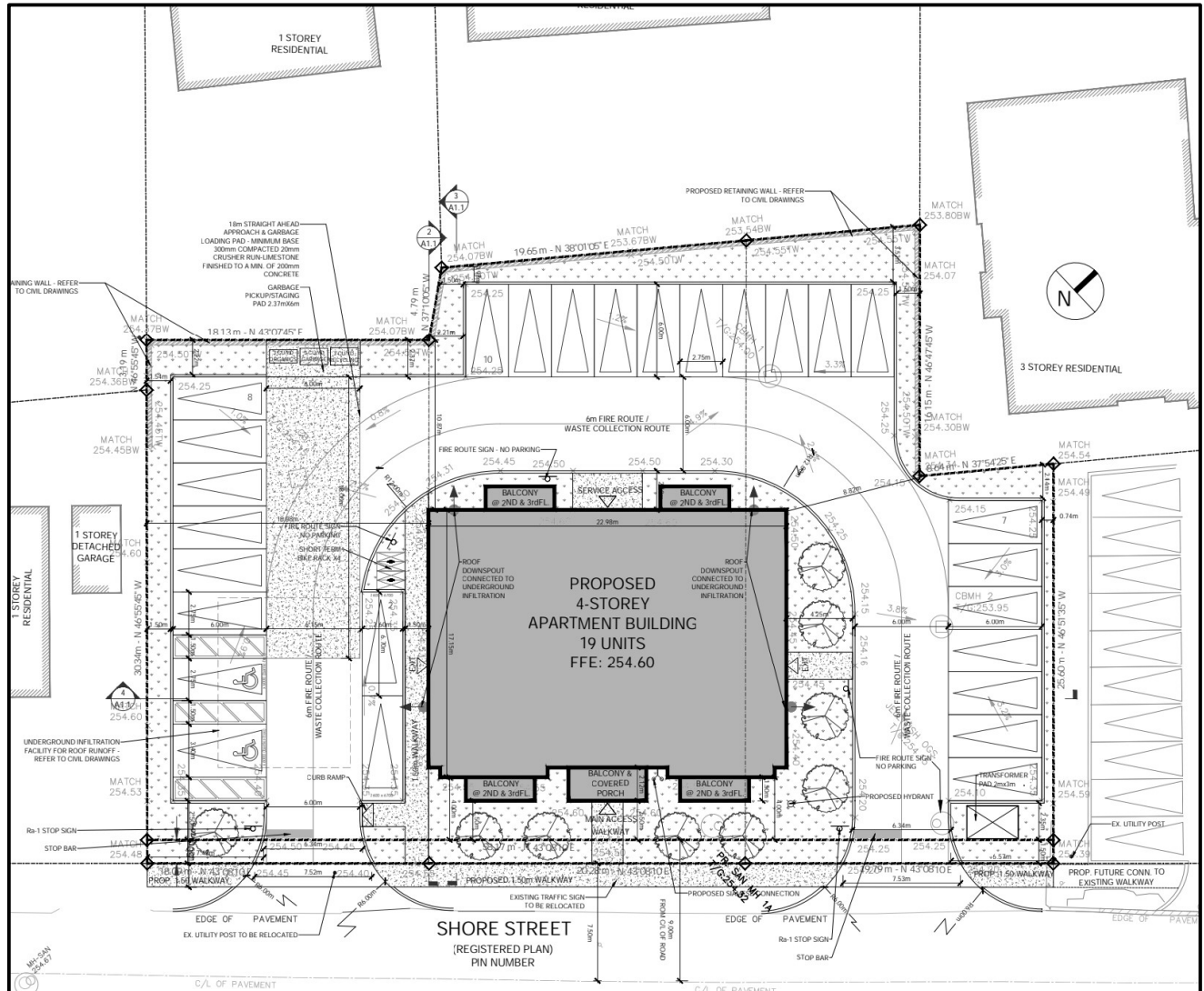
Two site accesses are proposed via Shore Street with an internal circular driveway providing for efficient site circulation.

Statistically, the Concept Site Plan includes:

- A four-storey building containing 19 Purpose Built Rental Apartment Dwellings including 5 one bedroom and 14 one bedroom with den units.
- A total Gross Floor Area (*GFA*) of 1,557.39 Square Metres with a total Floor Space Index (*FSI*) of 0.78 and density of 96 units per hectare.
- 27 surface parking spaces including 2 Accessible Parking Spaces, 10 long-term bike parking spaces, and 4 short-term bike parking spaces.
- Indoor amenity areas located within the basement of the proposed Building, balconies for the Apartment Dwellings and approximately 20% of the site being of landscaped area.

The proposed development is representative of a walk-up Apartment Building which will provide much needed housing options for the Bolton Community.

Figure 8: Concept Site Plan



Source: Fausto Cortese Architects

Figure 9: Building Elevations - Front



Source: Fausto Cortese Architects

Figure 10: Building Elevations – Rear



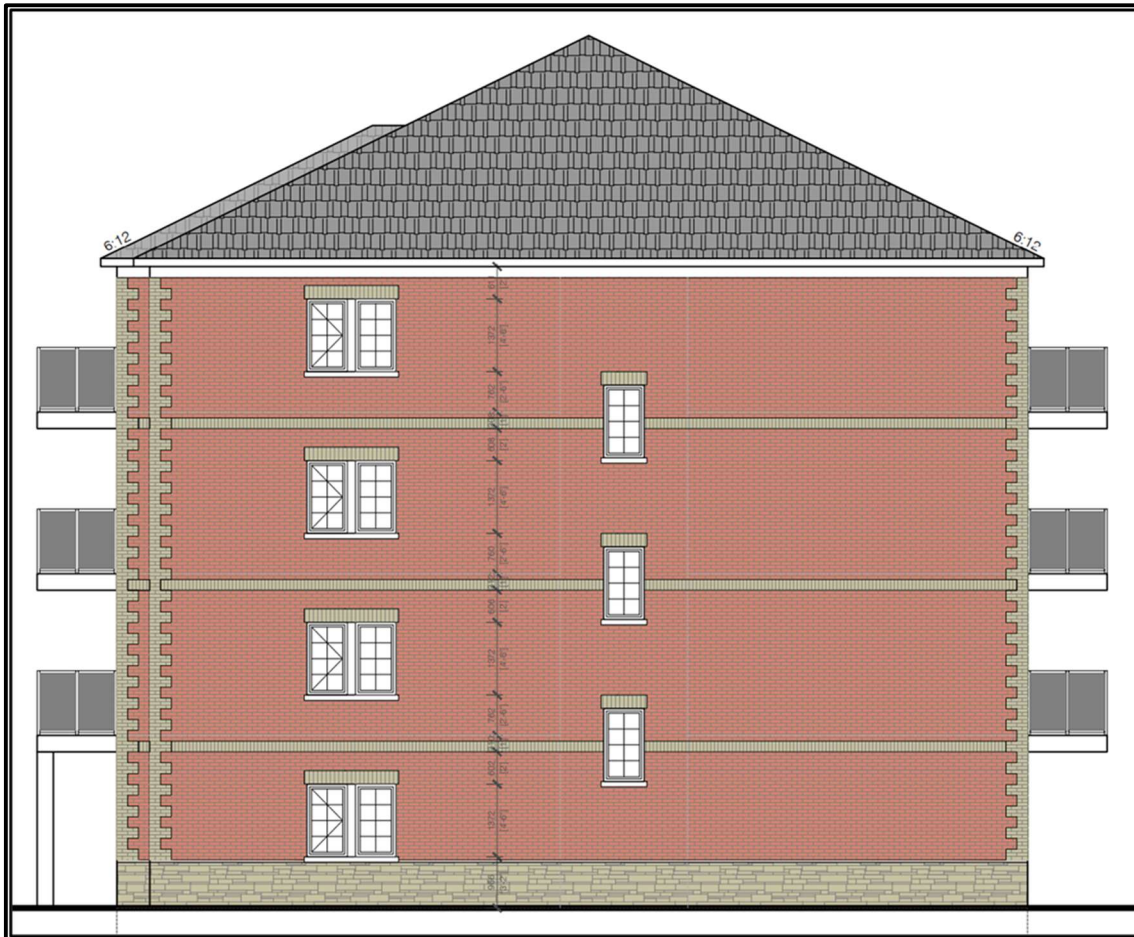
Source: Fausto Cortese Architects

Figure 11: Building Elevations – Side (East)



Source: Fausto Cortese Architects

Figure 12: Building Elevations – Side (West)



Source: Fausto Cortese Architects

4.2 Proposed Official Plan Amendment:

As mentioned, the proposed Official Plan Amendment seeks to amend the *Town of Caledon Official Plan* by redesignating the Subject Lands from a ‘Low Density Residential’ designation to a ‘High Density Residential’ designation, together with a density of 96 units per hectare.

The proposed Amendment is site-specific and required as the present ‘Low Density Residential’ designation does not permit Apartment Dwellings and the proposed density.

A copy of the proposed Amendment is included within Appendix I of this Report.

4.3 Proposed Zoning By-law Amendment:

As mentioned, the proposed site-specific Zoning By-law Amendment will seek to re-zone the Subject Lands to a 'Multiple Residential-RM Zone' including specific provisions pertaining to Building Height, Setbacks, Density, Bicycle and Vehicle Parking and Landscape requirements.

Presently the Subject Land are zoned 'Residential One-R1 Zone' and 'Commercial Exception C-255 Zone' per the *Town of Caledon Comprehensive Zoning By-law No. 2006-50*, as amended, which does not permit the proposed development and accordingly, a Zoning By-law Amendment is required.

The following Development Standards are incorporated into the Zoning By-law Amendment, a copy which is included as Appendix II in this Report and summarized in Section 6.9 of this Report.

A copy of the proposed Amendment is included within Appendix II of this Report.

4.4 Rental Tenure & Maintenance:

As mentioned, the proposed development's tenure is anticipated to be of Rental Tenure providing much needed housing options to meet the Region's and Town's housing supply requirements.

Waste Collection for the proposed development will be undertaken in accordance with the Region of Peel Waste Collection requirements, details of which will be confirmed through the Site Plan Approval process.

5.0 Supporting Studies

Various supporting studies including Stage 1 and 2 Archaeological Assessments, Noise Feasibility Study, Transportation Study, Functional Servicing and Stormwater Management Report, Geotechnical Study, Hydrogeological Assessment, Urban Design Brief, and Peel's Sustainable Healthy Development Assessment (*Small Scale*) were prepared to analyze the Subject Lands including assessing the proposed development.

The following are summaries of the technical Supporting Studies and the Sustainable Healthy Development Assessment (*small scale*), all provide for analysis of the proposed development

and its feasibility. prepared in support of the proposed Official Plan Amendment and Zoning Bylaw Amendment.

5.1 Stage 1 Archaeological Assessment:

A Stage 1 Archaeological Assessment was prepared by Archeoworks Inc. and dated June 18th, 2024.

The Assessment was prepared in accordance with 2011 Standards and Guidelines for Consultant Archaeologists ('2011 S&G') published by the Ministry of Citizenship and Multiculturalism (MCM, 2011) including historical document research.

The Assessment noted parts of the Study Area would be exempt from a Stage 2 Assessment since the archaeological potential was removed while other parts were noted as having retained archaeological potential.

Accordingly, a Stage 2 Archaeological Assessment was noted as required to examine the extent of potential archaeological findings.

5.2 Stage 2 Archaeological Assessment:

A Stage 2 Archaeological Assessment was prepared, as required, by Archeoworks Inc. and dated October 7th, 2024.

The Assessment was undertaken in accordance with the 2011 Standards and Guidelines for Consultant Archaeologists ('2011 S&G') published by the Ministry of Citizenship and Multiculturalism (MCM).

Further, Indigenous Engagement was completed with the Six Nations of the Grand River First Nation, the Mississaugas of the Credit First Nation, the Haudenosaunee Development Institute First Nation, and Huron-Wendat First Nation all being engaged with monitoring of the Stage 2 field work and review of the Assessment.

The Subject Lands were surveyed with notable disturbed areas of the site, which were not surveyed due to the condition of the areas. The remainder of the site was surveyed with test pits and was deemed to be free of any archaeological findings. Accordingly, no further Assessment is required.

The Assessment notes no construction is to take place until such a time as the Ministry confirms the archaeological requirements have been met.

Both the Stage 1 and 2 Archaeological Assessments have been lodged with the Ministry and Acknowledgement Letters will be provided once available.

Based on the Stage 2 Archaeological Assessment, the proposed development of the Subject Lands does not entail any disturbance to any archaeological findings which are not present on the Subject Lands.

5.3 Noise Feasibility Study:

A Noise Feasibility Study was undertaken by HGC Engineering and dated September 11th, 2024, to assess the proposed development and analyze the anticipated future sound levels within the proposed development per the proposed Concept Site Plan.

The Assessment was undertaken in accordance with Ministry of Environment, Conservation and Parks policy publication NPC-300, Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning, and City Standards.

The Assessment's results indicate that future road traffic sound levels will exceed Ministry guidelines at the proposed building with an alternative means of ventilation required as opposed to open windows being forced air ventilation. Construction in accordance with the Ontario Building Code requirements will provide sufficient insulation of noise impacts which includes double-glazed window construction and exterior construction. Further, the recommendation for Warning Clauses will inform future residents of the potential for traffic noise. Stationary noise sources or impacts were deemed to be in accordance with the Ministry's Guidelines and accordingly, no mitigation measures are recommended.

Accordingly, the Noise Assessment deemed the proposed development as feasible with the incorporation of construction per the Ontario Building Code and the Warning Clauses to ensure appropriate levels of sound in keeping with Town and Ministry abatement measures.

5.4 Transportation Study:

A Transportation Study was prepared by CGE Transportation Consulting and dated August 26th, 2024.

The purpose of the Transportation Study is to assess any traffic impacts arising from the proposed development including assessing the proposed Concept Site Plan design and parking supply.

The scope for the Study was determined, in consultation with both the Town of Caledon and Region of Peel through approved Terms of Reference.

The Study included an assessment of the proposed development on the existing road network, an AutoTurn Assessment, Capacity Analysis, assessment of Parking requirements and supply, and Site Circulation Analysis including an On-Site Transportation Demand Management (*TDM*) strategy.

The Study assessed three (2) nearby intersections including Highway 50 and Ellwood Drive, Highway 50 or Queen Street South and Shore Street, Shore Street and at the proposed accesses being the proposed East Access and Shore Street and the proposed West Access and Shore Street.

The proposed development is expected to generate total of 7 and 8 new two-way trips to the adjacent road network during the AM and PM Peak Hours. The traffic analysis demonstrates acceptable levels of service are maintained with a 2029 full build including under future conditions at the year 2034. It is noted the proposed development will not worsen the overall traffic slow at the studied intersections. The eastbound and westbound approaches do currently experience delays, but such delays are pre-existing and not arising from the proposed development as the proposed development contributes a minimal amount of trips. The Assessment recommends the Region and Town explore improvements such as signalization timing optimization strategies, potential adjustments to the road network or turning restrictions while monitoring the intersections within the Study Area.

The parking supply of 27 parking spaces has been noted as exceeding the demand based on ITE analysis despite not being in accordance with the Zoning By-law requirements.

Lastly, TDM measures, recommended, including biker parking, transit incentives, resident information packages and a communication strategy, all intended to improve the use of transit and lessen dependency on the automobile.

Accordingly, the Transportation Study demonstrates the proposed development can be accommodated on the Subject Lands within the existing road network, with an adequate parking supply and properly designed accesses from Shore Street.

5.5 Functional Servicing and Stormwater Management Report:

A Functional Servicing and Stormwater Management Report was prepared by Urbanworks Engineering Corporation and dated September 2024.

The purpose of the Functional Servicing and Stormwater Management Report is to provide information regarding the stormwater management, sanitary and water servicing strategy proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services and to outline the external services along Shore Street.

To service the proposed development, a servicing scheme is recommended including a 150mm sanitary service connection to an existing 200mm sanitary sewer located on Shore Street, a new 100mm water service and a 150mm fire water service, connecting to the existing watermain on Shore Street along with a private hydrant onsite. Lastly, storm controls will be advanced via a rainwater harvesting tank, located onsite and Jellyfish Filter Unit, ensuring 5-year pre-development level controls and including 100-year storm controls.

Based on the above, the Report demonstrates the proposed development is feasible and can be serviced utilizing existing infrastructure, while ensuring quality controls to not cause impacts on the existing municipal servicing system of the area.

5.6 Geotechnical Investigation:

A Geotechnical Investigation Report, prepared by Soil Engineers Ltd. and dated July, 2024, was prepared to assess the proposed redevelopment, and make recommendations to ensure appropriate soil conditions to accommodate the proposed mixed-use apartment building.

The Report includes Recommendations to ensure proper site preparation, foundations, basement structure, underground services, backfilling in trenches and excavated areas, pavement design, and soil parameters.

Based on the Investigation and Recommendations, the Subject Lands are capable of supporting the proposed re-development through appropriate geotechnical best practices.

Accordingly, the Report and its Recommendations determined the environmental and safe construction of the proposed development is feasible with appropriate construction methods to be followed for the proposed apartment building and required servicing infrastructure and landscaped areas.

As part of the required Site Plan Control and Building Permit application(s) process, a detailed Geotechnical Report should be undertaken, once the construction methods for the proposed Apartment Building are determined and designed.

5.7 Hydrogeological Assessment:

A Hydrogeological Assessment was prepared by Soil Engineers Ltd. and dated September 30th, 2024.

The Report assessed the Subject Lands and proposed development from a groundwater perspective noting the Subject Lands are located within an area with till deposits comprising of clay to silt-textured till, within the Humber River Watershed, with shallow groundwater.

The Report concludes a Permit to Take Water is not required as dewatering will be below the 50,000 litres per day limit, per Ministry Guidelines. The estimated long-term foundation drainage flow rate show groundwater seepage at a rate of 1,700 litres per day. For dewatering, the Zone of Influence does not generate a risk for ground settlement within the Site, but a Geotechnical Engineer should be consulted prior to excavation.

Accordingly, the Assessment confirms the Subject Lands are capable of accommodating the proposed 4-storey building with temporary and minimal dewatering and no impacts to the groundwater table.

5.8 Urban Design Brief:

An Urban Design Brief was prepared by Landscape Planning Limited and dated September 2024.

The Urban Design Brief overviews the surrounding area context, design vision, policies, streetscape, landscaping treatments, architectural design, a summary of sustainable features, site circulation and provides for the required urban design metrics in accordance with the Town's Urban Design Guidelines.

The Brief concludes the proposed development will enhance walkability along Shore Street, providing for a compact building form which complements the surrounding area while noting the additional and moderate density can help support nearby commercial establishments. The design is noted of superior quality with seamless integration with the neighbourhood. Sustainable features include low water consumption plantings, stormwater infiltration which promotes

groundwater recharge and pedestrian connections including bicycle parking which will foster walkability for all residents and visitors to the site.

Lastly, the urban design metrics overview several inclusions of architecture, landscape and engineering features, all of which support the proposed development in terms of its design within the existing area context and ensures adherence to the Town's Guidelines, to the extent applicable when considering the nature of the proposed development.

Accordingly, the Urban Design Brief supports the proposed development as a high-quality inclusion for the community from a design perspective.

5.9 Peel's Sustainable Healthy Development Assessment:

As required, the Region of Peel's Sustainable Healthy Development Assessment tool for Small-Scale developments was completed.

The Assessment resulted in an overall score of 15 points indicating a 'pass' per the Region's scoring requirements. However, it is noted that various standards do not apply to the Subject Lands or proposed development including the lands not being in proximity to higher order transit, not being mixed-use, not having 2 or more user groups for shared parking systems, and not being an institutional or employment use. Accordingly, the not applicable standards would reduce the scoring by 9 points of the total 28 points available. This would mean the proposed development would achieve 15 of 19 points being approximately 78% of the total and indicating a 'Silver' threshold as being met.

As the proposed development proceeds through the subsequent approvals process including Site Plan Control, opportunities to generate additional sustainable features should be explored.

However, as noted, the proposed development is in conformity to the Region's Healthy Development Assessment scoring tool with a 'Silver' threshold being met, when accounting for unapplicable standards.

A copy of the completed Assessment is enclosed with the submission of the Official Plan Amendment and Zoning By-law Amendment.

Overall, the Supporting Studies including the Stage 1 and 2 Archaeological Assessments, Noise Feasibility Study, Transportation Study, Functional Servicing and Stormwater Management Report, Geotechnical Study, Hydrogeological Assessment, Urban Design Brief, and Peel’s Sustainable Healthy Development Assessment greatly informed the assessment of the proposed development including its design while also providing for important analysis to ensure conformity with various provincial and municipal policies, regulations and standards.

The Supporting Studies also provided for meaningful input considered as part of this Planning Justification Report, in assessing the appropriateness and land use planning objectives associated with the proposed development of the Subject Lands.

6.0 Planning Policy Analysis & Justification

As noted in Section 3 of this Report, the Subject Lands are governed by various Provincial Plans and Policies including the *Provincial Policy Statement (2020)*, *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*, the *More Homes, More Choice Act, 2019* and associated *Housing Supply Action Plan*, Bill 109, the *More Homes for Everyone Act, Bill 23*, the *More Homes Built Faster Act, 2022* and Bill 134, being the *Affordable Homes and Good Jobs Act, 2023* and Bill 185 being the *Cutting Red Tape to Build More Homes Act, 2024*, all of which are intended to implement legislative policies and changes to address the ‘housing crisis’, throughout the Province making affordable housing options readily available to the marketplace in a timely manner.

As noted, on October 20th, 2024, the *Provincial Policy Statement (2020)* will be replaced by the new *Provincial Planning Statement* and the Growth Plan will be revoked. The proposed development is consistent with the *Provincial Planning Statement*, which continues to encourage intensification of land uses within urban areas with existing municipal infrastructure and services.

As shown in Figure 3 of this Report, the Subject Lands are located within the Growth Plans’ ‘Delineated Built Boundary’ while also being within the Region’s Urban Area and in proximity to Highway 50 being a major Regional Road.

The following is an assessment and analysis of the applicable planning policies including justification for the proposed residential development.

6.1 Town of Caledon Housing Pledge:

As mentioned, the Province has placed great focus on policies to address and meet the growing housing demand and supply across the Greater Golden Horseshoe, which has seen record high demands and housing supply shortages including increasing land and housing prices.

To help generate increased residential housing supply, the Province introduced significant legislation, as outlined, above.

The various Acts and Housing Action Plan generally seeks to increase housing, support jobs, and reduce ‘red tape’ associated with development approvals.

The proposed development assists the Provincial objectives of increasing rental housing supply, and the Subject Lands are readily available and suitable for development.

The Town’s Housing Pledge seeks to construct 13,000 new homes by the year 2031. The Town’s commitment to helping to meet this historic need of providing housing for residents underscores a firm commitment to addressing housing supply, through ensuring all residents have access to housing options and a resulting quality standard of living.

The proposed development represents an opportunity to provide a contribution to helping to meet the Town’s and community’s need for housing by generating 19 Purpose Built Rental, Residential Dwelling.

The site’s proposed built form is of high-quality design, appealing and sustainable and the proposed development will also provide for the Town’s road widening and municipal sidewalk along Shore Street.

6.2 Planning Act, Matters of Provincial Interest, Section 2:

Section 2 of the *Planning Act* requires that an approval authority, in carrying out its responsibilities under the *Act*, “shall have regard to” matters of provincial interest.

The proposed development has regard for matters of Provincial Interest including:

- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.*
- (h) *the orderly development of safe and healthy communities.*

- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities.*
- (j) the adequate provision of a full range of housing, including affordable housing.*
- (o) the protection of public health and safety.*
- (p) the appropriate location of growth and development.*
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*
- (r) the promotion of built form that
 - (i) is well designed,*
 - (ii) encourages a sense of place and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.**

The proposed development is appropriately located within an Urban Area with direct proximity to a major Regional Road (*e.g., Highway 50*), is orderly with appropriate scale of development consisting of a moderate building height, providing for rental housing options, is representative of a sustainable form of development adhering to the Region's Development Assessment and is accessible. As mentioned, the proposed development is also well designed with high quality materials, which attractive and will frame the local streetscape.

6.3 Provincial Policy Statement 2020:

The Provincial Policy Statement (*PPS 2020*) outlines matters and policies of Provincial interest, as they would relate to land use planning and seeks to establish the policy(s) foundation for regulations, with the goal of enhancing the quality of life for residents of Ontario.

All decisions under the *Planning Act* shall be consistent with the PPS 2020.

The PPS 2020 promotes coordinated land use planning with efficient use of land and development patterns which will accommodate an appropriate supply and range of residential, employment, institutional and recreational land uses.

In assessing the appropriateness of the proposed development, the following policies of the PPS 2020 are relevant:

“1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity; and

i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon”.

The proposed development represents ‘gentle’ intensification of the Subject Lands within the existing Urban System while making use of existing municipal services and nearby, extensive community uses.

The proposed development represents an efficient use of the Subject Lands surrounded by commercial, recreational, employment, institutional and residential uses. A mix of apartment dwelling types, which will accommodate the needs of future residents are proposed, along with providing much needed rental housing to assist in meeting the Region’s and Town’s housing supply requirements.

Being a form of intensification development, the Subject Lands will assist in achieving the immediate and long term growth needs of the Province, Region and Town, while doing so in an efficient manner.

The proposed development of the Subject Lands will also support the existing community and surrounding land uses including nearby commercial uses, while making use of extensive institutional, community and recreational uses, which are located in proximity of the Subject Lands.

In reviewing the proposed development, Section 1.1.3 of the PPS 2020 provides direction to municipalities regarding the use of resources including land, as follows:

“1.1.3.1 Settlement areas shall be the focus of growth and development. 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of 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.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans; the provincial target shall represent the minimum target for affected areas.

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

1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:

a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and

b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;

b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;

c) in prime agricultural areas:

1. the lands do not comprise specialty crop areas;

2. alternative locations have been evaluated, and

i. there are no reasonable alternatives which avoid prime agricultural areas; and

ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;

d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and

e) impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible. In undertaking a comprehensive review, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

1.1.3.9 Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of settlement area boundaries outside a comprehensive review provided:

a) there would be no net increase in land within the settlement areas;

b) the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality;

c) prime agricultural areas are addressed in accordance with 1.1.3.8 (c), (d) and (e); and

d) the settlement area to which lands would be added is appropriately serviced and there is sufficient reserve infrastructure capacity to service the lands”.

While the policies pertaining to settlement area boundary expansions and adjustments do not apply when considering the proposed development, the policies directing growth to an existing settlement area, through intensification and efficient land use patterns, apply.

The proposed development will make use of existing infrastructure including the established road network and municipal wastewater and water services.

Further the policies of Section 1.3.1, Section 1.4.1 and 1.6.6.1 of the PPS 2020 are also relevant when considering the proposed development, policies of which state the following:

“1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;

d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and

e) ensuring the necessary infrastructure is provided to support current and projected needs.”

“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 sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans”.

“1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services; and

2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;

b) ensure that these systems are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;

2. prepares for the impacts of a changing climate;

3. is feasible and financially viable over their lifecycle; and

4. protects human health and safety, and the natural environment;

c) promote water conservation and water use efficiency;

*d) integrate servicing and land use considerations at all stages of the planning process;
and*

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.”

The proposed development being a form of moderate intensification will assist the policy objective of ensuring sufficient housing supply through the efficient use of lands and introducing a building typology which provides housing options to future residents.

The proposed development will make use of existing infrastructure, which can accommodate the proposed development's expected demand for wastewater and water services while controlling stormwater and ensuring quality controls. The proposed development's detailed servicing design will be subject to Site Plan Control.

The proposed development will add to the community's resiliency by means of providing one (1) bedroom and one (1) bedroom with den units of rental tenure.

The intensification of the Subject Lands, requiring an Official Plan Amendment, is

consistent with the policy objective of ensuring housing supply, housing options and doing so by means of utilizing exiting infrastructure through a safe and integrated approach.

Lastly, Public Consultation, in accordance with the *Planning Act*, will ensure appropriate public engagement and participation regarding the proposed plans and studies to support the proposed development on the Subject Lands.

PPS Consistently Statement:

Based on the aforementioned, the proposed development of the Subject Lands including the proposed Official Plan Amendment and Zoning By-law Amendment applications is consistent with the PPS 2020.

6.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was recently updated with additional growth tagarets and requiring municipal decision making pertianign to land use planning to conform with the Growth Plan.

Similar to the PPS 2020, the Growth Plan seeks to guide growth through various policies pertaining to land use planning, urban form, hosuing, infrastructure and transportation. As mentioned, the Subject Lands are located within the ‘Delineated Built Boundary’ per Scheudle 2 of the Growth Plan.

Seciton 2.2 and subsections 2.2.1 and 2.2.2 of the Growth Plan establishes areas of growth and the form of growth within Built Up Areas, as follows:

“2.2.1 Managing Growth

1. Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.

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

a) the vast majority of growth will be directed to settlement areas that:

i. have a delineated built boundary;

ii. have existing or planned municipal water and wastewater systems; and

iii. can support the achievement of complete communities;

b) growth will be limited in settlement areas that:

i. are rural settlements;

ii. are not serviced by existing or planned municipal water and wastewater systems; or

iii. are in the Greenbelt Area;

c) within settlement areas, growth will be focused in:

i. delineated built-up areas;

ii. strategic growth areas;

iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and

iv. areas with existing or planned public service facilities;

d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;

e) development will be generally directed away from hazardous lands; and

f) the establishment of new settlement areas is prohibited.

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;

b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;

c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

d) support the environmental and agricultural protection and conservation objectives of this Plan; and

e) be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.

4. Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

iv. healthy, local, and affordable food options, including through urban agriculture;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

g) integrate green infrastructure and appropriate low impact development”.

“2.2.2 Delineated Built-up Areas

1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and

the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through the next municipal comprehensive review, each establish the minimum percentage of all residential development occurring annually that will be within the delineated built-up area, based on maintaining or improving upon the minimum intensification target contained in the applicable upper- or single-tier official plan.

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

3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;

c) encourage intensification generally throughout the delineated built up area;

d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and

f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

4. Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area.

5. The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply”.

The Subject Lands are within the Regional Urban System and form part of the Built Up-Area being the area where the vast majority of growth is directed to, per the above Growth Plan policies.

The proposed development and its built form are compact, will optimize the use of existing infrastructure and will support the achievement of complete communities through appropriate built form, which will provide rental housing.

The proposed development will cater to people of all ages improving social equity and contributing to the overall quality of life for the area due to its mid-rise urban form, which will reduce greenhouse emissions and provide for low impact development measures.

As 50 percent of all residential development, occurring annually within each of the major cities and regions of the Golden Horseshoe is to be within the Built-Up Area, the development of the Subject Lands will contribute to achievement of the intensification targets of the Growth Plan while ensuring the built form is compatible with existing, surrounding land uses by means of maintaining a 4-storey building height and being located centrally within the Subject Lands.

Although the proposed development is a compact form of development, which promotes intensification growth, the scale of development provides for appropriate transition of built form to adjacent areas.

The proposed *Planning Act* applications will ensure appropriate designation and zoning for the Subject Lands which support and conform with the policies of the Growth Plan and will make use of governmental investment within Caledon's Built-Up Area is supported by placing residents close to expanding transit services.

Further, the Subject Lands being within an existing and established settlement area merits redevelopment, which will complete the neighbourhood by means of making use of existing infrastructure and contributing to the Town's and Region's intensification and rental housing requirements. The proposed development will play a contributing factor to advancing the housing targets of the local and regional municipality, without generating any adverse impacts on surrounding land uses.

The proposed development is not located within any hazard lands and nor encroaches within any Natural Areas of significance.

The proposed development will promote the well being of the community through appropriate design and land uses.

The proposed development's density of approximately 96 units per hectare adheres to the Growth Plan's intensification policies.

The proposed development's housing options will contribute to a complete community, through appropriate development standards.

From a cultural heritage perspective, the Subject Lands are void of any archaeological feature per the completed Stage 1 and 2 Archaeological Assessment. An Archaeological Condition wherein if any archaeological features are discovered, a further assessment of the site will be undertaken in accordance with the *Ontario Heritage Act* with appropriate notification to the City and Ministry of Government and Consumer services.

The Subject Lands are in proximity to a Regional Corridor (*e.g., Highway 50*) capable of accommodating trips generated by the proposed development. The proposed development will assist in generating pedestrian connections, to Shore Street and a new sidewalk along Shore Street.

The proposed development is also close to public service facilities including several recreational and institutional uses and existing commercial uses, which will help serve the daily needs of future residents and visitors.

The proposed development will optimize the use of existing infrastructure and will support the achievement of complete communities through appropriate and attractive built form, which will provide various apartment unit types.

The proposed development will cater to people of all ages improving social equity and contributing to the overall quality of life for the area, while ensuring no adverse impacts on surrounding land uses.

The proposed *Planning Act* applications will ensure appropriate zoning for the Subject Lands, which support and conform with the updated policies of the Growth Plan and will ensure governmental investment within Brampton's Urban Area and Communities is supported by placing residents close to existing services including existing public service facilities.

Growth Plan Conformity Statement:

Based on the aforementioned, the proposed development of the Subject Lands including the proposed Official Plan Amendment and Zoning By-law Amendment applications conform to the Growth Plan.

6.5 Region of Peel Official Plan:

As mentioned, The Subject Lands are designated ‘Urban System’ and ‘Built Boundary’ per the *Region of Peel Official Plan*.

An Amendment to the Region’s Official Plan is not required to permit the proposed development. However, conformity to the said Official Plan policies must be demonstrated to ensure good land use planning of the Subject Lands.

The policies pertaining to Objectives and Policies of the Urban System, per the Region of Peel Official Plan also seek to promote compact urban development within the Urban System, making efficient use of existing infrastructure, where appropriate.

The said Objectives and Policies state the following:

Objectives

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 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.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

5.6.5 To promote crime prevention and improvement in the quality of life.

5.6.6 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.

5.6.7 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.

5.6.8 To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.

5.6.9 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.

Policies

5.6.10 Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure and encourage a pattern of compact built forms of urban development and redevelopment.

5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

5.6.14 Continue to cooperate with the Province and the local municipalities in the assessment of the role of the Parkway Belt West Plan Area within Peel.

5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;*
- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

5.6.16 Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses.

The proposed development will help achieve a sustainable form of development on the Subject Lands, which makes use of existing infrastructure. Per General Objectives 5.3.1.5 and 5.3.1.8 the proposed development is pedestrian friendly and will provide residents of a changing age of the existing community to continue to live within their own community by means of providing varied, unit types, with maintenance to be undertaken in accordance Regional Waste requirements and property management.

Being within the Urban System, existing services including recreational and infrastructure services will be optimally used by the proposed development and the form of development will contribute to a pattern of compact urban development per Policies 5.3.2.2 and 5.3.2.6.

With proximity to Highway 50 being a major Regional Corridor, intensification of the Subject Lands is merited and will contribute to the use of existing, local transit services including the evolution of higher order transit services while creating an attractive streetscape along Highway 50 and accommodating much needed rental housing supply.

Accordingly, the proposed development will also address the Region's housing needs including providing residential intensification of the Subject Lands.

The proposed development represents a form of 'gentle' intensification which will contribute to complete community planning within the Region and Town of Caledon by means of providing

Apartment Dwelling Units of rental tenure , which will support walking, cycling and encourage the use of local transit services.

The introduction of a compact building form will ensure a diverse mix of land uses within the Community of Bolton , providing housing options for residents. Further, the Subject Lands is void of any archaeological or natural features and the lands are presently underutilized which makes them ideal for redevelopment.

Overarchingly, the proposed development conforms to several Objectives and Policies of the Regional Official Plan, by intensifying within the ‘Built Boundary’ on under utilized lands, and in doing so through a sustainable and compact building form while ensuring sufficient service infrastructure and use of existing and planned transit infrastructure along a Major Road being Highway 50.

Peel Region Official Plan Conformity Statement:

Based on the aforementioned, the proposed development of the Subject Lands including the proposed Official Plan and Zoning By-law Amendment applications conform to the Region of Peel Official Plan.

6.6 Town of Caledon Official Plan:

As mentioned, the Town’s new Official Plan has been approved by Town Council and is awaiting approval from the Minister of Municipal Affairs and Housing. As such, the in-effect *Town of Caledon Official Plan* will apply to the proposed *Planning Act* applications.

The Subject Lands are located within the Bolton Rural Service Centre per Schedule ‘A1’ within the Settlement Area and Delineated Built-Up Area, designated ‘Low Density Residential’ per Schedule ‘C’ of the Official Plan.

The ‘Low Density Residential’ designation applicable to the Subject Lands does not permit Apartment Dwellings and therefore, an Official Plan Amendment is required to re-designate the Subject Lands to ‘High Density Residential’ together with a density of 96 units per hectare.

The proposed development has been assessed in accordance with the various Policies of the Official Plan including applicable General Policies, Housing, Town Structure and Growth Management, Land Use Policies, Landscape and Streetscape and Implementation and Administration Policies of the Official Plan.

While Subject Lands are located within the Bolton Rural Service Centre and a Settlement Area, they are not located within a Secondary Plan Area. Accordingly, the Secondary Plan Policies of the Official Plan are not applicable.

In review of the General Policies within Section 3.0 of the Official Plan, the following notable sustainability Policies are referenced:

3.1.3.7 Sustainable Development Patterns and Community Design The Town of Caledon is committed to implementing sustainable development patterns and sustainable urban design in order to create complete, compact and connected communities. An emphasis on a high standard of community design is essential as the Town continues to plan for and promote development and redevelopment opportunities that incorporate the principles of sustainability. In accordance with Provincial and Regional planning directions and the Town's Official Plan policies, the Town will be planning for higher density residential and mixed-use neighbourhoods and employment areas, intensification in appropriate locations, the use of energy conservation techniques and alternative energy sources, a wide range of housing types and tenures that address affordability, accessibility and the needs of different age and income groups, recreation opportunities and innovative techniques to manage the quality and quantity of stormwater run-off. All of these progressive ideas require a strong attention to design to ensure that the end products - the Town's communities, neighbourhoods, residences, shopping and employment areas - are healthy, liveable, viable, compatible and attractive. The creation of a complete community requires developments that provide alternative forms of transportation, provide linkages that facilitate access by pedestrians and cyclists to residential, employment and recreational areas, and provide public spaces that are safe and accessible to all, including people with disabilities.

3.1.3.7.1 Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8. The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations:

- Integration of natural systems, features and functions into the design of the community in an ecologically compatible manner;*

- *Preservation of existing trees and other significant vegetation;*
- *Planting of native species on lands adjacent to the Town's natural heritage and ecosystem components and other appropriate natural system enhancements;*
- *Promotion of active and passive recreation such as walking and cycling in an integrated trail network;*
- *Providing access between residential and employment areas;*
- *Optimizing existing public services and infrastructure;*
- *Energy and water efficiency and conservation techniques;*
- *Integration of renewable energy and locally produced or district energy, where appropriate;*
- *Promoting and protecting public health, well-being and safety;*
- *Public views of and, where appropriate, public access to natural features;*
- *Landform conservation;*
- *Appropriate protection and stewardship measures for greenways and/or watercourses;*
- *Design opportunities to introduce links that connect different areas of the Town, parks, walkways and trails, for an integrated community.*
- *Promotion of public transit and alternative forms of transportation which decrease automobile dependency;*
- *The needs of persons with disabilities and other special needs groups including public transit accessibility, easily accessible parking for the physically challenged and universal design in housing;*
- *Compatibility between existing uses and new uses, including uses on lands adjacent to the Caledon boundary in neighbouring municipalities, considering such items as lighting, height, traffic, noise, dust, air quality, odours and vibrations;*

- *Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star; and,*
- *Alternatives to hard surfacing, where technically feasible and appropriate.*

The proposed development conforms to the General Policies of the Official Plan, notably the above referenced sustainability Policies in that, the change in designation and increase in density is consistent with and conforms with the policy(s) directives of the PPS and Growth Plan including addressing the policy(s) objectives of the Province and Town's housing supply pledge, which is seeking to construct 13,000 residential dwellings by 2031. The proposed building typology being a 4-Storey Apartment Building represents a sustainable form of development, which makes efficient use of the Subject Lands while utilizing existing infrastructure to service the development. The proposed development includes accessible elements including accessible parking, provides for a sidewalk connection along Shore Street, which will complete a direct pedestrian link to Highway 50. The proposed development is representative of 'gentle' intensification which provides for rental Apartment Dwellings designed with high quality architecture, which is safe, pedestrian oriented and compatible within the existing Neighbourhood.

During the design process, low impact development (*LID*) measures were evaluated as part of the stormwater management strategy. Surface Storage and a Rainwater Harvesting tank have been proposed and are further detailed in the provided Functional Servicing and Stormwater Management Report.

The Region's Health Assessment has been implemented as part of the proposed development's design, ensuring locational attributes, design, and implementation of various sustainable features surrounding and as part of the proposed development.

Further, the design of the proposed development is in keeping with the Town's Design Guidelines, as demonstrated by the proposed Concept Site Plan, Elevations, Renderings and Conceptual Landscape Plan including the Urban Design Brief. The Green Standards Checklist will also be completed at the Site Plan Control stage of the process.

The development will incorporate limited Amenity Areas, short term and long-term bike parking facilities, and visitor parking while being of high-quality design, therefore enhancing the urban design aesthetics of the proposed development.

Lastly, the Subject Lands do not contain any Natural Features, but a hydrogeological assessment has been undertaken to ensure appropriate stormwater infiltration and monitoring in accordance with Section 3.2.4.13 of the Official Plan. In accordance with Section 3.3 of the Official Plan an Archaeological Assessment including direct Engagement with participating First Nations has been undertaken, confirming the Subject Lands do not contain any artifacts of significance. A standard condition requiring disclosure of any archaeological findings, during construction of the proposed development has also been implemented per the Stage 1 and 2 Assessments.

The proposed development also conforms to the Official Plan's Housing Policies in Section 3.5 including aiding the generation of housing supply and in particular, purpose-built rental housing per Section 3.5.3.4.

The proposed development provides for diversification to Caledon's Housing Supply by means of providing purpose-built rental housing per Policy 3.5.3.5.4.

In review of the Town Structure and Growth Management Policies in Section 4.0 of the Official Plan, the Subject Lands are located within the Rural Service Centre of Bolton being the main focus of development within the Town's hierarchy of settlements. Per Policies within Section 4.1.1.3.1, the proposed development being within a Rural Service Centre is compact, well-integrated and on full municipal water, wastewater and storm services. The proposed development being within the Village or Community of Bolton is appropriately located near existing Public Service Facilities and expansive recreational and commercial uses including nearby schools, institutional uses and within walking distance to the Highway 50 corridor.

In accordance with the Intensification Policies of the Plan, within Section 4.2.1, the Subject Lands are located within the Built-Up Area where Intensification is encouraged. The proposed development has regard for the existing low-rise context by limiting the building height to 4-Storeys and positioning the building on site with sufficient setbacks as to not generate any adverse impacts on adjacent lands per Policy 4.2.1.3.3.

The Settlement Policies of the Official Plan outline the hierarchy of settlements and detailed land use Policies for settlements.

The following General Policies and Rural Service Centre Policies are referenced:

5.10.3 General Policies

5.10.3.1 Development within settlements will take place only within the designated boundaries shown on Schedule A, Land Use Plan; Schedule B, Mayfield West Land Use Plan; Schedule B-2, Mayfield West Phase 2 Secondary Plan Land Use Plan; Schedule C, Bolton Land Use Plan; Schedule D, Caledon East Land Use Plan; Schedule E, Caledon Village Land Use Plan; Schedule M, Inglewood Village and Area Land Use Plan, Schedule N, Tullamore Land Use Plan; Schedule R – Victoria Business Park Land Use Plan; Schedule T – Sandhill Land Use Plan, and within the limits of the settlements as shown on Figures 2 to 17 inclusive, and development shall occur within these settlements in accordance with the land use designations applicable, provided that such uses are identified in the implementing zoning by-law.

5.10.3.2 Development of settlements will take place within the following hierarchy:

a) Rural Service Centres - compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town;

b) Villages - residential communities that are generally focused on an historic main street or crossroads. They are smaller than Rural Service Centres, and provide a limited range of services to the surrounding community;

c) Hamlets - small residential communities that are generally limited in size to a cluster of houses. They are smaller than Villages, and provide very limited services, if any; and,

d) Industrial/Commercial Centres - small, mixed-use settlements that provide a supportive industrial/commercial function to the Rural Service Centres.

5.10.3.3 Reclassification of a specific settlement from one settlement category to another will require an amendment to the Plan.

5.10.3.4 Development of settlements will take place in accordance with the population allocations and policies of Chapter 4.

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

5.10.3.6 Provision of appropriate services, including transportation and municipal water and sanitary sewer infrastructure, fire and police protection, and health services, must be made when releasing land for development.

5.10.3.7 Development shall conform to any approved settlement Master Drainage Plan, to the satisfaction of the Town and the applicable Conservation Authority.

5.10.3.8 The Town will endeavour to ensure, in consultation with the Region of Peel, that water and sewer services are planned, developed and utilized in an efficient manner, and the Town, in consultation with the Region of Peel, may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

5.10.3.9 A comprehensive water and sewer servicing study may be required in any individual settlement, prior to the release of lands for development, to ensure adequate and appropriate water and sewer services are available.

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

5.10.3.11 Development will maintain, or preferably improve, the vitality and wellbeing of historic cores and main streets.

5.10.3.12 Accessibility of all buildings for handicapped persons will be encouraged.

5.10.3.13 The potential for crime will be minimized through the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

5.10.3.14 Residential intensification will generally be permitted in settlements where:

a) The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community:

b) The existing and planned services in the community can support the additional households; and,

c) The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.

5.10.3.15 In the case of intensification in the Niagara Escarpment Plan Area, the appropriate minimum parcel size will be determined by the Town in consultation with the Region of Peel's Health Department and the Ministry of the Environment, Conservation and Parks.

5.10.3.16 The objectives and development policies of the Niagara Escarpment Plan Area shall apply to the growth and development (including any changes of boundaries) of the Villages of Cheltenham, Inglewood and Mono Mills, and the Hamlets of Belfountain, Cataract and Terra Cotta.

5.10.3.17 The objectives and policies of the ORMCP, as generally incorporated into Section 7.10 of this Plan, shall apply to the growth and development of the Village of Palgrave and the Hamlet of Albion, and those portions of the Rural Service Centre of Caledon East and the Hamlet of Mono Road that are within the ORMCPA. Notwithstanding any policy contained in Section 5.10, where the provisions of Section 7.10 are more restrictive, the more restrictive policies shall apply.

5.10.3.18 The objectives and policies of the Greenbelt Plan, as generally incorporated into Section 7.13 of this Plan, shall apply to the growth and development of those portions of the Rural Service Centre of Caledon East, the Villages of Caledon and Alton, the Hamlets of Campbell's Cross, Claude and Melville and the Industrial/Commercial Centre of Victoria that are within the Greenbelt Plan Protected Countryside, and shall apply to the consideration for expansion of any Settlement Area within or abutting the Greenbelt Plan Area. Notwithstanding any policy contained in Section 5.10, where the provisions of Section 7.13 are more restrictive, the more restrictive policies shall apply.

5.10.3.19 Creation of three or more adjacent lots shall generally occur by registered plan of subdivision or registered plan of condominium.

5.10.3.20 Consents proposed on undeveloped land within settlement areas, which would hinder the efficient development of the settlement, will not be permitted.

5.10.3.21 A Special Residential designation may be used to recognize certain existing residential areas within or immediately adjacent to settlements that are subject to site-specific policy provisions.

5.10.3.22 A site-specific designation may be used to recognize individual sites within a settlement that are subject to specific policy provisions.

5.10.3.23 Adult lifestyle and retirement projects will only be permitted in Rural Service Centres and Villages. Appropriate community, health and social services must be available, and applications for these proposals will generally include:

- a) A marketing study which is specific to the project and identifies the demand for the project;*
- b) A social, recreational and medical services plan for the project;*
- c) A facilities plan which covers the phasing of facilities and services;*
- d) A transportation/transit plan related to the residents' needs, both short and long-term; and,*
- e) A plan for both the short and long-term implementation and maintenance of the above facilities and services.*

5.10.3.24 Apartments-in-Houses as per Section 3.5.3.10 of this Plan, shall be permitted in Rural Service Centres, Villages and Hamlets where the primary use is residential. Garden Suites as per Section 6.2.13.3 of this Plan, shall be permitted in Settlements.

5.10.3.25 Expansions to settlements will require an amendment to this Plan and shall be reviewed based on the following:

- a) Protection of environmental and cultural resources;*
- b) The potential impact of the expansion on the function and character of the community;*
- c) The expansion as a logical and contiguous addition to the existing settlement;*
- d) The adequacy of municipal services and related municipal financial costs;*

- e) The need and demand for development;*
- f) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and considers lands with lower priority in the Prime Agricultural Area;*
- g) The preparation and conclusions of watershed and sub-watershed studies;*
- h) Compliance with minimum distance separation formulae;*
- i) The provisions of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan; and,*
- j) The objectives and policies of Region of Peel Official Plan; and, the Principles, Strategic Direction, Goals, Objectives and Policies of this Plan.*

5.10.3.26 The creation of new settlements are not contemplated during the Plan Period.

5.10.3.27.7 In accordance with the requirements specific to each Policy Area, as detailed in Section 5.10.4, prior to the Town considering an amendment for the release of Policy Areas for development, either a Secondary Plan shall be prepared or the following studies/assessments will be completed in support of the proposal:

- a) An engineering study to address servicing, stormwater management, and, as appropriate, hydrogeology and geotechnical issues;*
- b) A transportation study;*
- c) A residential housing distribution assessment including mix and types, or; industrial/commercial distribution assessment, including mix and types (as appropriate);*
- d) An environmental study and, as appropriate, a heritage resource study;*
- e) An assessment of the impact of development on community services, and the Town's employment and housing objectives and policies;*
- f) A fiscal study to address the financial impact of development on the Town; and,*

g) A community design assessment that addresses, for example, community linkage opportunities and streetscape design.

The above studies/assessments will also be utilized to formulate the appropriate form of development within the Policy Area, to ensure an integrated well planned development at the plan of subdivision/condominium approval stage.

5.10.3.27.8 Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This residential development shall be permitted in accordance with the following:

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

DENSITY CATEGORY	NET DENSITY RANGE	HOUSING TYPES
Low	up to 30 units/net hectare	Detached Multiples
Medium	30-44 units/net hectare	Detached Multiples
High	45-87 units/net hectare	Multiples Apartments

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

b) The following locational criteria will be applied to low, medium and high density housing development:

i) Low Density Housing:

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

As noted, the Subject Land are located within a Settlement Area and the Bolton Rural Service Centre being the focus of Intensification growth. The proposed development makes use of existing infrastructure, capable of accommodating the proposed development's servicing and transportation demands. The proposed development has been extensively consulted upon with the Town and Region to ensure technical matters related to design, access, parking, landscaping, waste collection and fire servicing are soundly implemented into the development.

Being an Intensification site, the Town's population forecasts are interpreted in accordance with the updated Growth Plan which now permits exceedances to population forecast and it is noted the 2021 forecasts are reference numbers per Policy 4.2.5.2 of the Official Plan.

Per Table 4.2 Rural Service Centres have an allocated population forecast of 75,054 persons to the year 2031 with the South Albion-Bolton Rural Service Centre forecasted to grow to 39,898 persons to the year 2031 per Table 4.3.

Being within the Built-Up Area, Policy 4.2.1.3.4 states the ‘minimum’ amount of residential development allocated within the built-up area shall be 1,500 units. Accordingly, the 19 units proposed fit within the ‘minimum’ amount anticipated to be developed by the year 2031.

As noted, recently, Caledon has updated its Official Plan and population forecasts which is awaiting approval by the Minister of Municipal Affairs and Housing. Per the new Official Plan, the population forecasts have been updated to 81,000 persons to the year 2021, 200,000 to the year 2041, and 300,000 persons to the year 2051.

Accordingly, the proposed development is within the population allocations per Chapter 4 of the Official Plan.

The proposed development also conforms to the Policy Area Policies, in that, in accordance with Policy 5.10.3.22 the proposed Official Plan Amendment seeks to designate the Subject Lands with specific policy provisions pertaining to permitted uses and density, which is appropriate for the lands as the proposed use being an Apartment Building can be accommodated on the Subject Lands and serviced by means of existing infrastructure including direct access to Public Service Facilities and existing community uses.

In reviewing Policy 5.10.3.27.7, as the lands are not within a Secondary Plan, various studies/assessments have been undertaken, to ensure the Subject Lands can be approved for the proposed development. Studies/assessments include engineering assessments to ensure site servicing, stormwater management and hydrogeological and geotechnical issues are examined, and the proposed development can be adequately serviced. A transportation study has also been undertaken including a noise feasibility study and archaeological assessments. As the proposed

development only entails 19 Units, a housing distribution assessment, impact on community uses assessment, community design assessment and fiscal study were not deemed as necessary through the Pre-Consultation phase of the application process. Lastly, the Subject Lands are void of any environmental features and are presently being utilized for residential use and therefore, an environmental study is not required.

Policy 5.10.3.27.8 of the Official Plan outlines the residential permissions in terms of building typologies and densities within a Residential Policy Area. As the proposed development entails Apartment Dwelling Units and a density of 96 units per hectare, an Official Plan Amendment is required since the Subject Lands are presently designated ‘Low Density Residential’.

Despite the proposed Official Plan Amendment re-designating the Subject Lands to a ‘High Density Residential’ designation, the scale and built form of the proposed development is reflective of a low-rise walk up Apartment Building. Further, the Subject Lands are located in close proximity to Highway 50 being a major Regional Road and are also located close to commercial, institutional and community uses including parks and open spaces, as demonstrated in Figure 2 of this Report.

Based on the above, the proposed development conforms with the Growth Management and Settlements Policies of the Official Plan.

Being within the Bolton Rural Service Centre but not within a Secondary Plan Area or Policy Area, the proposed Official Plan Amendment seeks to implement a site-specific Policy to Section 5.10.4.5.2 which would re-designate the Subject Lands to ‘High Density Residential’ together with a permissible density of 96 units per hectare. As the Town reviews its Secondary Plans, for the Bolton Rural Service Centre consideration should be given to including the Subject Lands within a Secondary Plan. Until such a time as the Secondary Plan(s) Review is completed, the site-specific policies pertaining to the Subject Lands are appropriate to permit the proposed development consisting of 19 Apartment Dwellings within a 4-Storey Apartment Building.

In accordance with Section 5.16 of the Official Plan a Concept Landscape Plan has been prepared as shown in the Figure below:

Figure 13: Concept Landscape Plan



Source: Landscape Planning Landscape Architects

Town of Caledon Official Plan Conformity Statement:

Based on the aforementioned, the proposed development of the Subject Lands including the proposed Official Plan and Zoning By-law Amendment applications have regard to the Town's Official Plan. The proposed Official Plan Amendment, which seeks to amend the to allow for the proposed use and density conforms to the policy(s) objectives of providing housing supply through varied apartment dwelling options ensuring intensified development can be accommodated within the existing context by means of a 4-Storey Apartment Building of high quality design with appropriate services and access to existing community uses including Public Service Facilities. The proposed design conforms to the urban design policies of the Official Plan being of high quality design with a strong relationship between the private and public realm.

The proposed Official Plan Amendment addresses the Provincial mandate of providing readily available land supply and housing supply to meet the growing needs of the housing market including the Town's housing pledge to construct 13,000 new homes by the year 2031. This mandate is recognized through Provincial legislation including the new policy initiatives referenced in this Report and the Growth Plan policies, of which the Official Plan Amendment conforms with.

Accordingly, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Town of Caledon Official Plan and are representative of good land use planning.

6.7 Proposed Town of Caledon Zoning By-law Amendment:

As mentioned, the Proposed Zoning By-law Amendment seeks to re-zone the Subject Lands from a 'Residential One-R1 Zone' and 'Commercial Exception C-255 Zone' to a 'Multiple Residential-RM Zone' including specific provisions pertaining to Building Height, Setbacks, Density, Bicycle and Vehicle Parking and Landscape requirements.

The following Development Standards are incorporated into the Zoning By-law Amendment, a copy which is included as Appendix II in this Report:

6.7.1. Proposed Development Standards:

- Minimum Front Yard Depth: 4 metres
- Minimum Privacy Yard: Nil
- Minimum Privacy Yard Depth: Nil
- Minimum Parking Space Setback (Interior Yard): 0.5 metres
- Minimum Parking Space Setback (any other Lot Line or Street Line): 0.8 metres
- Maximum Building Height: 14 metres.
- Maximum Lot Coverage: 20%
- Maximum Gross Floor Area: 1,600 Square Metres
- Maximum Floor Space Index: 0.8
- Play Facility (Minimum): Nil.
- Minimum Landscaped Open Space: 20%
- Minimum Residential Parking: 1 per Apartment Dwelling Unit

- Minimum Visitor Parking: 0.29 per Apartment Dwelling Unit
- Minimum Long-Term Bike Parking Spaces: 10
- Minimum Short-Term Bike Parking Spaces: 4
- Minimum Loading Spaces: Nil.
- Minimum Planting Strip Width: 0.5 metre
- Planting Strip Location & Contents: A planting strip shall be required along the side yards and rear lot line and may include Retaining Walls and Waste Staging Area
- Dwellings per Lot: Section 4.11 of the By-law shall not apply

All other provisions of the Zoning By-law will be complied with.

The proposed Amendment to the Town's Zoning By-law, as it pertains to the Subject Lands would ensure the proposed development's design is implementable while continuing to ensure appropriate setbacks, built form, parking, and landscape treatments.

The site-specific provisions proposed would not pose any adverse impact on adjacent or surrounding land uses and ensure appropriate standards to guide the implementation of the proposed development.

Accordingly, the proposed Zoning By-law Amendment conforms with the Official Plan and is representative of good land use planning, establishing appropriate setbacks and ensuring appropriate development standards to implement the proposed development.

7.0 Conclusion

The proposed Official Plan and Zoning By-law Amendment applications are consistent with the *Provincial Policy Statement (2020)*, conform with a *Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*, conform to the *Region of Peel Official Plan and City of Brampton Official Plan*. The proposed development is also consistent with the soon to be in-effect *Provincial Planning Statement*.

The proposed development consists of a four-storey building containing 19 Purpose Built Rental Apartment Dwellings including 5 one bedroom and 14 one bedroom with den units, a total GFA of 1,557.39 Square Metres with a total FSI of 0.78 and density of 96 units per hectare.

The proposed development is serviced with existing waster, wastewater and storm services, 27 surface parking spaces including 2 Accessible Parking Spaces, 10 long-term bike parking spaces, and 4 short-term bike parking spaces. Indoor amenity areas are located within the basement of the proposed Building along with private balconies and approximately 20% of the site being of landscaped area.

The proposed development is representative of a walk-up Apartment Building which will provide much needed housing options for the Bolton Community, which is representative of an efficient use of the Subject Lands while ensuring compatibility with the surrounding land use context while making use of existing infrastructure to service the proposed development.

There are no environmental features or issues identified regarding the proposed use of the Subject Lands, for sensitive land uses, such as the residential use proposed.

The proposed development can be accommodated with the use of existing Municipal Services and Infrastructure including the existing and future transportation network, with sufficient capacity for the proposed development.

The proposed development can be accommodated within the existing road network's capacity and will promote the use of nearby transit services.

The proposed development does not cause adverse noise impacts for the planned land uses.

The Subject Lands are designated part of the Urban System and Delineated Built Boundary, with the proposed development contributing to the Town's and Region's housing needs, through the

sustainable and efficient use of the Subject Lands including provision for purpose-built rental housing units.

The proposed development is of superior architectural design which will frame and add visual presence along Shore Street with close proximity to the Highway 50 corridor without overwhelming building height and density.

Based on the above, it is the professional opinion of the undersigned that the proposed *Planning Act* applications to permit the proposed development on the Subject Lands is representative of good land use planning which is consistent with and conforms to Provincial Plans, Policies and Municipal Plans and Policies.

Prepared By:

Maurizio Rogato B.U.R.Pl., M.C.I.P., R.P.P

Principal

BLACKTHORN DEVELOPMENT CORP.

APPENDIX I
DRAFT OFFICIAL PLAN AMENDMENT

AMENDMENT NO. [OPA Number]
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

DRAFT

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. [BL-XXXX-XX]

A By-law to adopt Amendment No. [OPA Number]
to the Official Plan for the Town of Caledon

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

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

Read three times and finally passed in open Council this [xx] day of [xxxx], [xxxx]

Annette Groves, Mayor

Laura Hall, Clerk

DRAFT

THE CONSTITUTIONAL STATEMENT

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

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

DRAFT

AMENDMENT NO. [OPA Number]

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule C, Bolton Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from Low Density Residential to High Density Residential.

The purpose of this Amendment is to create a site-specific policy to amend Section 5.10.3.27.8 a) of the Official Plan, to permit a 4-storey Apartment Building with a net density of 96 units per hectare.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "A", Bolton Land Use Plan comprise an area of 0.2 hectares (0.5 acres) and is located on Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7 as in PIN 14322-0319 (LT), PIN 14322-0320 (LT) & PIN 14322-0321 (LT), Town of Caledon, Regional Municipality of Peel. The property is municipally known as 15, 21, and 27 Shore Street and is located on the northside of Shore Street, west of Regional Road No. 50.

Basis:

The basis for this Amendment is contained in Staff Report [Council Report Number], as adopted by Council on [date of Council Meeting]. The applicant, Blackthorn Development Corp. on behalf of Bolton Shore Holdings Ltd. has requested an amendment to the Town of Caledon Official Plan to residential Apartment Dwellings on the property in order to facilitate the construction of 4-Storey Apartment Building.

The subject properties located within the Bolton Rural Service Centre. The Low-Density Residential permits residential uses including Single Detached and Multiple Dwellings as Housing Types.

The applicant is proposing to amend the Official Plan to re-designate the subject properties from Low Density Residential to High Density Residential together with site-specific policies pertaining to permissible density.

The applicant has submitted an Official Plan Amendment and Zoning By-law Amendment including various technical studies in support of the proposed amendment and development applications. Planning staff has reviewed this application and is of the opinion that the amendment is consistent with the Provincial Policy Statement, Provincial Plans, Region of Peel Official Plan and Town of Caledon Official Plan, in that, the proposed development represents intensification within the Built Boundary of the Growth Plan. The subject properties are located within the Bolton Rural Service Centre and in proximity to a High-Capacity Arterial Road (e.g., Regional Road 50) capable of accommodating traffic arising from the proposed development. The proposed development will provide purpose built residential apartment dwellings with a range of bedroom unit types and within a 4-storey apartment building with parking and landscape areas.

PART B - THE AMENDMENT

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

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Section 5.10.3.27.8 a) is amended by adding the following subsection [5.10.4.5.2.11]:

[5.10.4.5.2.11]:

Notwithstanding Section 5.10.3.27.8 a) development of the lands on the north side of Shore Street and west of Highway 50 to the west, south of William Street and east of Oak Street in Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7, Town of Caledon are designated High Density Residential and shall occur in accordance with the following provisions:

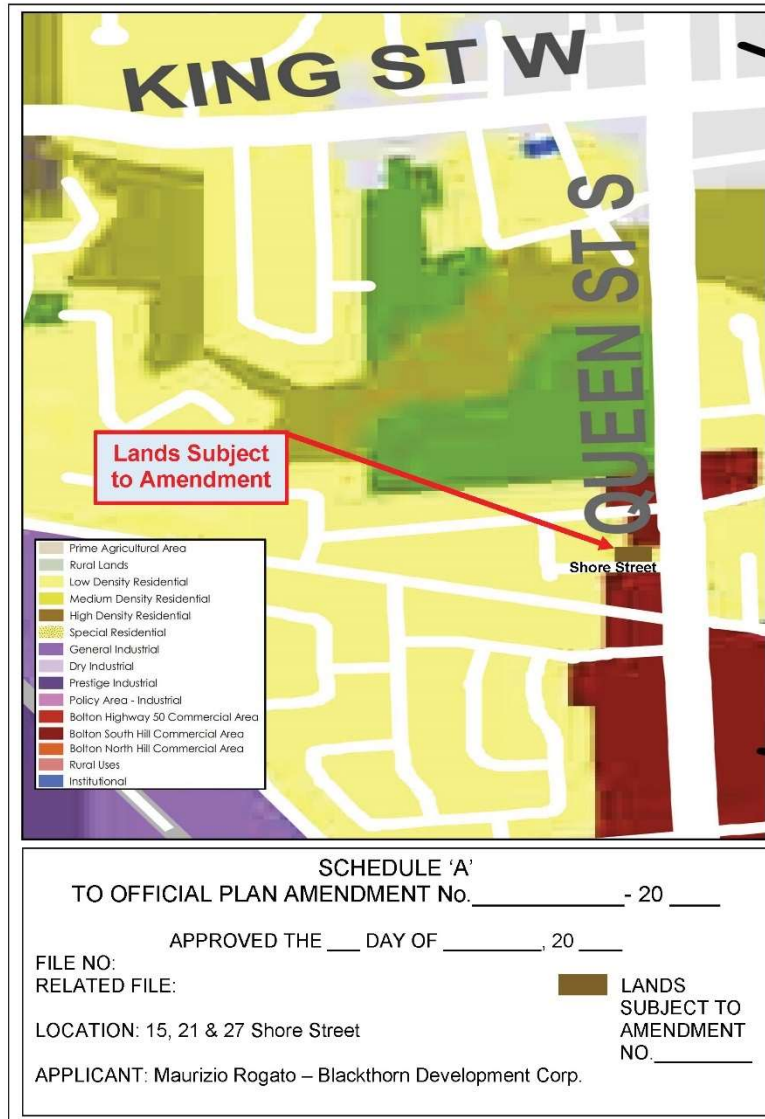
a) The permitted uses in High Density Residential Area shall be any residential building form referred to in this section that shall not exceed a density of 96 units per hectare.

b) High Density Residential building forms may include Multiples and Apartments.

2. Schedule C, Bolton Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands described as on Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7 as in PIN 14322-0319 (LT), PIN 14322-0320 (LT) & PIN 14322-0321(LT), Town of Caledon, Regional Municipality of Peel, in accordance with Schedule "A" attached hereto.

Implementation and Interpretation

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



APPENDIX II
DRAFT ZONING BY-LAW AMENDMENT

**Planning Justification Report, 15, 21, and 27 Shore Street
Town of Caledon, Regional Municipality of Peel**

**THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2024-XXX**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7 as in PIN 14322-0319 (LT), PIN 14322-0320 (LT) & PIN 14322-0321(LT), Town of Caledon, Regional Municipality of Peel, municipally known as 15, 21, and 27 Shore Street.

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

AND WHEREAS Section 39 of the *Planning Act*, as amended, permits the councils of local municipalities, in a by-law passed under Section 34 of the *Planning Act*, as amended, to authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law.

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to pass a zoning by-law to permit the use of Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7 as in PIN 14322-0319 (LT), PIN 14322-0320 (LT) & PIN 14322-0321(LT), Town of Caledon, Regional Municipality of Peel, for a four-storey residential apartment building that will include nineteen units and twenty-seven parking spaces.

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

1. The following is added to Table 13.1:

Zone Prefix	Permitted Uses	Special Standards	
RM-XXX	<i>-Building, Apartment</i>	<i>Building Height (Maximum)</i>	14m
		<i>Yard, Front (Minimum)</i>	4m
		<i>Privacy Yard (Minimum)</i>	0m
		<i>Privacy Yard Depth (Minimum)</i>	0m
		<i>Building Area (Maximum)</i>	400 Square Metres
		<i>Gross Floor Area (Maximum)</i>	1,600 Square Metres
		<i>Floor Space Index (Maximum)</i>	0.8
		<i>Dwellings Per Lot</i> <i>Section 4.11 of the By-law shall not apply.</i>	
		<i>Play Facility (Minimum)</i>	0m
		<i>Parking Spaces (Minimum)</i>	1 for each dwelling unit. 0.29 per

**Planning Justification Report, 15, 21, and 27 Shore Street
Town of Caledon, Regional Municipality of Peel**

Zone Prefix	Permitted Uses	Special Standards
		<i>dwelling unit for visitors.</i>
		Parking Space Setbacks (Minimum)
		(a) from <i>interior side yard</i> 0.5m
		(b) from any other <i>lot line or streetline</i> 0.8m
		Bicycle Parking Spaces (Minimum)
		(a) Long-Term 10
		(b) Short-Term 4
		Loading Space (Minimum) Nil
		Landscape Area (Minimum) 20%
		Planting Strip Width (Minimum) 0.5m
		Planting Strip Location & Contents <i>A planting strip shall be required along the side yards and rear lot line and may include Retaining Walls and Waste Staging Area.</i>

2. Schedule "A", Zone Map 1a of By-law 2006-50, as amended is further amended for Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOL-7 as in PIN 14322-0319 (LT), PIN 14322-0320 (LT) & PIN 14322-0321 (LT) Town of Caledon, Regional Municipality of York from a Residential One-R1 Zone and Commercial Exception C-255 Zone to a Multiple Residential-RM-XXX Zone in accordance with Schedule "A" attached hereto.

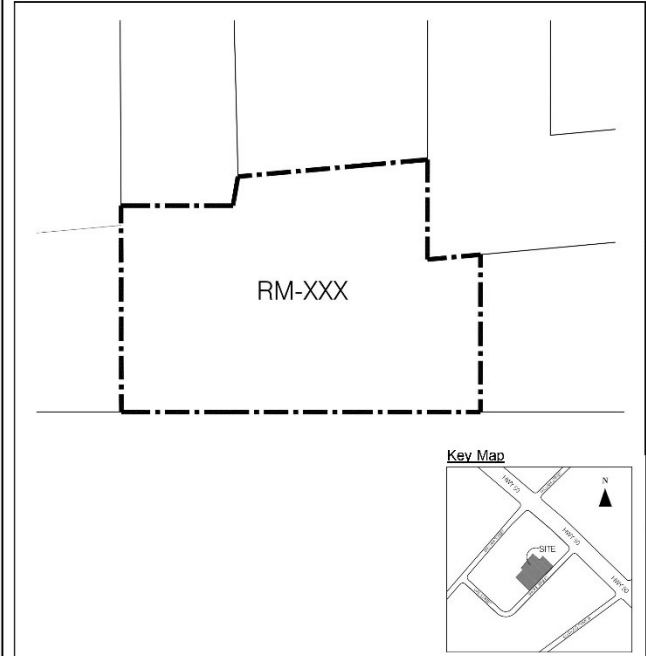
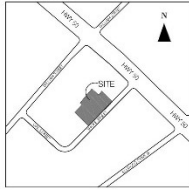


Read three times and finally passed in open Council on the XX day of XXXXXX, 2024.

Annette Groves, Mayor

Kevin Klingenberg, Municipal Clerk

*Planning Justification Report, 15, 21, and 27 Shore Street
Town of Caledon, Regional Municipality of Peel*

Schedule "A"

 <p>RM-XXX</p> <p><u>Key Map</u></p> 	<p>SCHEDULE "A" ZONING BY-LAW NO. 2024-XXX</p>
	<p>15, 21, and 27 Shore Street Part of Lots 10, 11, 12, and 13, Block 6, Registered Plan BOM-7 as in PIN 14322- 0319 (L7), PIN 14322-0320 (L7) & PIN 14322-0321(L7), Town of Caledon, Regional Municipality of Peel</p>
	<p><u>Legend</u></p>  <p>Subject Property to be rezoned from a Residential One-R1 Zone to a Multiple Residential-RM- XXX Zone.</p>
	 <p>Date: File No.</p>

DK