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1.0 Introduction and Executive Summary

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

The purpose of this Report is to describe the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Town of Caledon Comprehensive Zoning By-law 2006-50, as well as other applicable policies and regulations that apply to the Subject Lands. This Report provides planning analysis and justification for the proposal in accordance with good planning and provides a basis for the advancement of planning applications through the review and approval process.

Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Approval have been submitted on behalf of Zancor Homes (Bolton) Ltd. in order to facilitate the construction of a block townhouse development consisting of 140 Street Town. In addition, the development will also contain additional blocks required to service the development including a road widening along Glasgow Road, an 18-metre public road network and stormwater management facility block required to service the proposed development, open spaces blocks, tree planting/restoration areas, and a public park

Portions of the Subject Lands south and east of Glasgow Road and Chickadee Lane are identified as located within the Protected Countryside designation of the Greenbelt Plan. These lands are not contemplated to be redeveloped for residential uses through the proposed draft plan, but rather, zoned in a restrictive category and transferred to the municipality or public authority for their added protection in the long-term. The remainder of the lands are designated Prime Agricultural Area in accordance with the Region of Peel Official Plan and the Town of Caledon Official Plan. Notwithstanding that the Subject Lands are currently occupied by existing residential dwellings; it is recognized that these lands are located outside of the Settlement Area Boundary and just beyond the outer limits of the Bolton Rural Service Area. As such, in order to permit the redevelopment of the Subject Lands, Amendments to the Regional and Local Official Plan are required to be submitted in order to bring the Subject Lands into an urban land use designation, as well as to include the lands within the Settlement Area Boundary of the Bolton Rural Service Centre.

Expansions to settlement boundaries can only occur through a Municipal Comprehensive Review process or may be expanded without an MCR when the expansion is no greater than 40 hectares. Further, there is also an opportunity to make “minor rounding out” adjustments and/or boundary cleanups to rural settlement areas.

Further to the above, in 2010, the Town of Caledon undertook a provincial policy conformity exercise in order to ensure consistency with update Provincial policy directions contained in the PPS, Growth Plan, Greenbelt Plan and the *Planning Act*. Of particular importance were updated growth management targets and population forecasts in order to accommodate population and employment growth to the year 2031. On June 8, 2010, Official Plan Amendment 266 was adopted by Caledon Council and submitted to Peel region for approval. The exercise was followed by the Bolton Residential Expansion Study (BRES) which commenced in 2012 and sought to evaluate a number of areas in the Town in order to accommodate outward urban growth and expansion in order to meet the population projections outlined in OPA 226. The study identified the “Option 3” lands in addition to the “rounding out areas” as the appropriate and desirable areas for boundary expansion and met the Region’s requirements for an MCR. The Meridian PJR report also recommended that the three Rounding-out Areas should be included no matter which option was selected, as they exhibit *“low agricultural priority due to their high level of fragmentation, small parcel size, lack of agricultural activity, and proximity to existing settlement areas”* (section 4.5.2) as well as the fact that there was no technical reason for excluding these lands. Moreover, the Blue Plan Engineering Infrastructure Report determined that rounding out area B (Chickadee) can utilize existing servicing infrastructure through a connection to the existing Zone 6 distribution network on Chickadee Lane.

Further to the completion of the BRES, in 2014 the Town applied for a Region Official Plan Amendment (ROPA) to include the lands south of Glasgow Road and outside of the Greenbelt Plan Area within the Bolton Rural Service Centre in the Regional Official Plan. The Subject Lands are located within one of three “Rounding Out” Areas (Area B), and were therefore to be included in the expanded settlement area boundary. Subsequently, the Region had the Planning Partnership review the Town’s MCR process and recommendations. The Planning partnership indicated in their response, that either Option 4 or Option 3 was supportable, and that Rounding out Areas A and B (The Subject Lands) should be included in the expansion in either alternative, as servicing is at the doorstep. However, despite all professional opinions supporting the selection of Rounding Out Area B, on December 8, 2016, Regional Council approved Option #6 as the preferred Bolton Rural Service Centre Expansion. In January 2017, Regional Council's decision on ROPA 30 was appealed to the Ontario Municipal Board (OMB) (Zancor Homes (Bolton) is a party to the appeal). As such, no urban boundary expansion has been approved for

Bolton and the Ontario Municipal Board is now the relevant approval authority for the BRES.

Further, the 2019 Growth Plan was approved by the Province with population projections to 2041. The Region of Peel has subsequently prepared a Draft Growth Management Regional Official Plan Amendment through Report 2017-10-26 to bring the Regional Official Plan in conformance with the Growth Plan. The Draft ROPA provides for an additional 44,000 people in Caledon beyond the 2031 forecast to bring the total to 160,000 people in Caledon by 2041; which will require further expansion of the Bolton Residential Area. The ROPA has not been finalized or adopted by Regional Council at this time.

This Planning Justification Report notes that an MCR, which met all relevant criteria, was prepared by the Town of Caledon, and that said MCR supported Settlement Expansion on the Subject Lands save and except for the areas identified in the Greenbelt Plan as they were not considered as part of the Towns exercise. Further, the report reviews the Provincial, Regional, and Town policies for Urban Boundary Expansion and demonstrates that the Subject Lands are a more appropriate location for settlement boundary expansion than are the Option 6 lands; a conclusion which was also reached by Meridian Planning and The Planning Partnership in 2 separate and independent reports commissioned by the Town and Region respectively.

The Growth Plan, 2019 now allows Regional and local municipalities to provide for Minor Rounding Out of settlement boundaries (section 2.2.9.7) without the need for an MCR especially where services exist. The Region of Peel has confirmed such with the Province, as outlined in the Staff Report for the January 23, 2020 Regional Council meeting, whereby the Province responded to the Region on November 12, 2019. The Provincial letter confirms the greater flexibility to municipalities in local planning decision making and reiterates the provision of policies that direct intensification around transit to increase the supply of housing near transit hubs. The Provincial letter also states that there are no limits on how many settlement boundary expansions of up to 40 hectares municipalities can take outside of an MCR. The Region's Report also outlines new opportunities for advancing ROPAs where work is sufficiently advanced and to address significant priorities that support community building, including, but not limited to, issues/policies on Housing, Growth Management and Major Transit Station Areas. Given the previous studies completed for the Chickadee ROA as part of Council endorsed LOPA 226 and BRES, Regional Council is able to proceed with adoption of such policies that are significantly advanced through a ROPA.

On this basis, the applicant is submitting private applications so that the Regional and Local Official Plans can be considered for amendment to include the Subject Lands within

the Settlement Area, and the Zoning By-law be likewise amended to support development as proposed in the Draft Plan of Subdivision.

2.0 Site and Surroundings

2.1. Description of Subject Lands

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

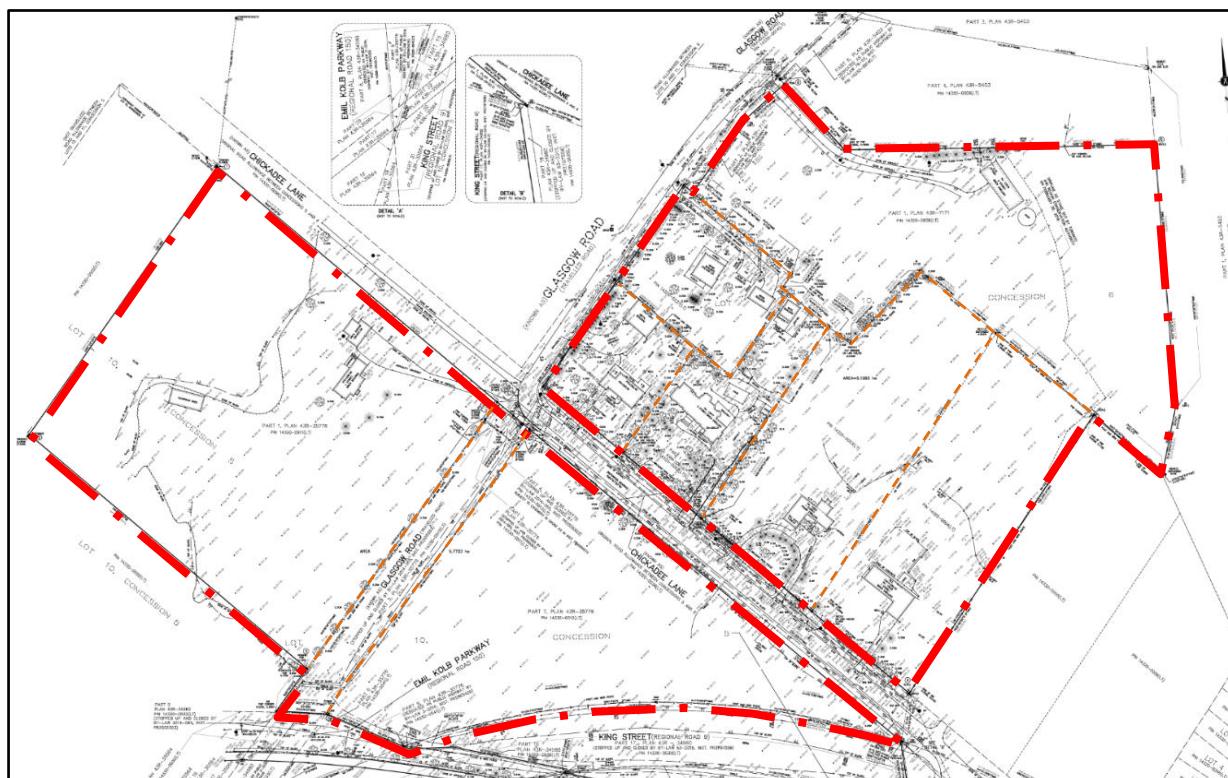


Figure - 1 Excerpt from KRCMAR Topographic Survey

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

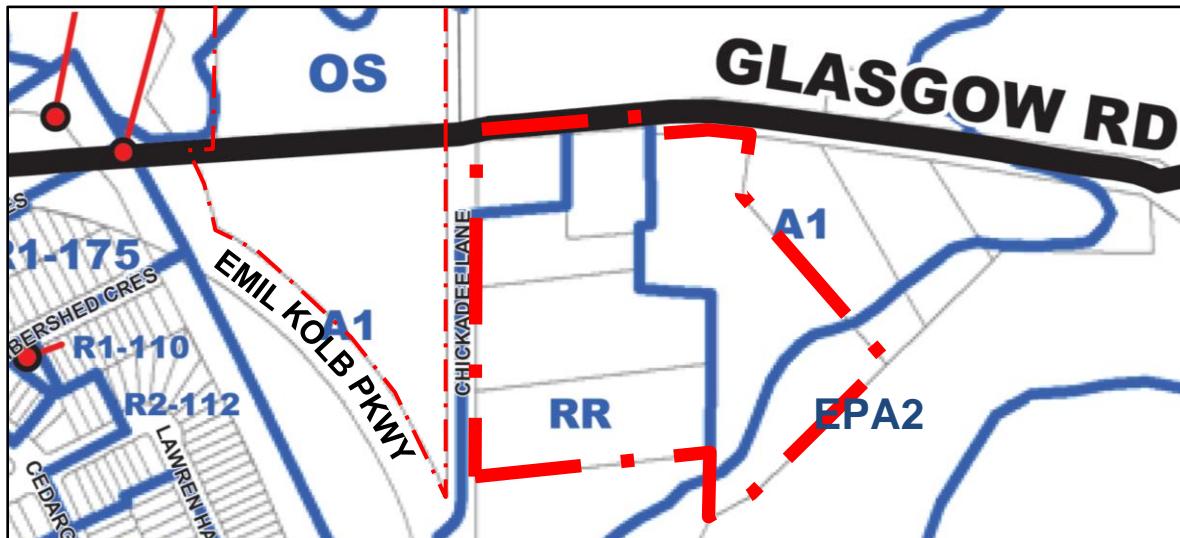
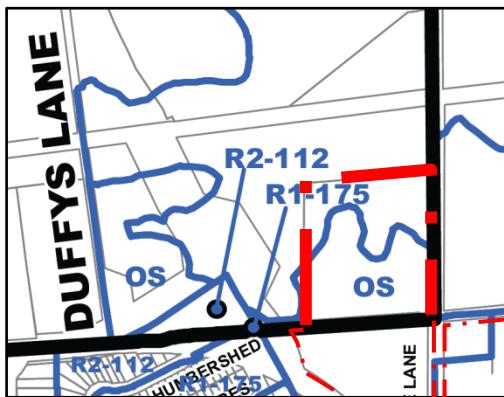


Figure - 2 Excerpt of Caledon Zoning Map 1B

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



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

Plan Area have not been considered as part of the BRES. No new residential land uses are proposed for this area and it has been established in order to maintain the existing residential dwelling (Lot 27), to protect natural and open space areas and connections and for the provision of a public park and stormwater management facility required to service the development.

2.2. Site Surroundings / Context

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

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

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

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



Figure - 3 Aerial View of Subject Lands and surrounding area

3.0 Development Proposal

The Draft Plan of Subdivision proposes to subdivide the Subject Lands into 36 blocks and create 4 new public streets. This includes 25 street townhouse blocks containing a total of 140 units, all located in the south-east and south-west quadrants of the Subject Lands. It also proposes to maintain 2 of the existing rural residential lots and create one new single detached dwelling at the southernmost point on the Subject Lands. In addition to these residential uses the draft plan provides for 1 park block (located in the north-western quadrant), a SWM block (located in the north-western quadrant), 3 Open Space/Natural Heritage System Blocks (located approximately in the location of the existing EPA2 zones), 2 Restoration Area Blocks and a road widening along Glasgow Road.

3.1. Required Approvals

The Subject Lands are currently outside of both the Region of Peel and the Town of Caledon Settlement Areas per their respective Official Plans. Thus, development on these lands will not be consistent with the policies of the PPS and will not conform to the policies of the Growth Plan until the lands are brought within the Settlement Areas of the Region and Town. Regional and Local Official Plan Amendments are required in order to bring the Subject Lands within the Urban Boundary and both application processes have been initiated.

However, the Growth Plan specifically notes that Urban Boundaries can only be expanded to meet the growth targets of the Plan, and only through an MCR. Both the Local and Regional Official Plans conform to the Growth Plan, and therefore have similar policies noting that Urban Boundary Expansion is only permitted through an MCR. As such, the Local and Region Official Plan Amendment Applications being submitted

implement the conclusions of the Town of Caledon's Municipal Comprehensive Review project, known as the Bolton Residential Expansion Study, the decisions of the Council of Caledon, and the separate report prepared by the Planning Partnership at the request of the Region, all of which recommended that the portion of the Subject Lands located outside of the Greenbelt Plan be included within the Settlement Area. The subject applications further expand upon the recommendations of the BRES and also seek to incorporate the Greenbelt Area lands within the development framework in recognition of the need for these areas to accommodate the necessary infrastructure required to support the development and to recognize the existing residential uses. The subject application does not request to have the Greenbelt lands brought into the Settlement Area Boundary. It is intended that these lands will retain their existing status within the Protected Countryside Designation.

Should Regional and Local Official Plan Amendments be granted, approval will be required from the Town of Caledon in order to subdivide the lands as shown in the Draft Plan of Subdivision and to re-zone the lands into the appropriate urban zoning categories as described in the Draft Zoning By-law included in the application submission.

These applications may also be brought forward for consolidation by the OMB as part of the BRES/ROPA 30 hearing process as they implement the decisions of the Town of Caledon to expand the settlement area boundary in this area.

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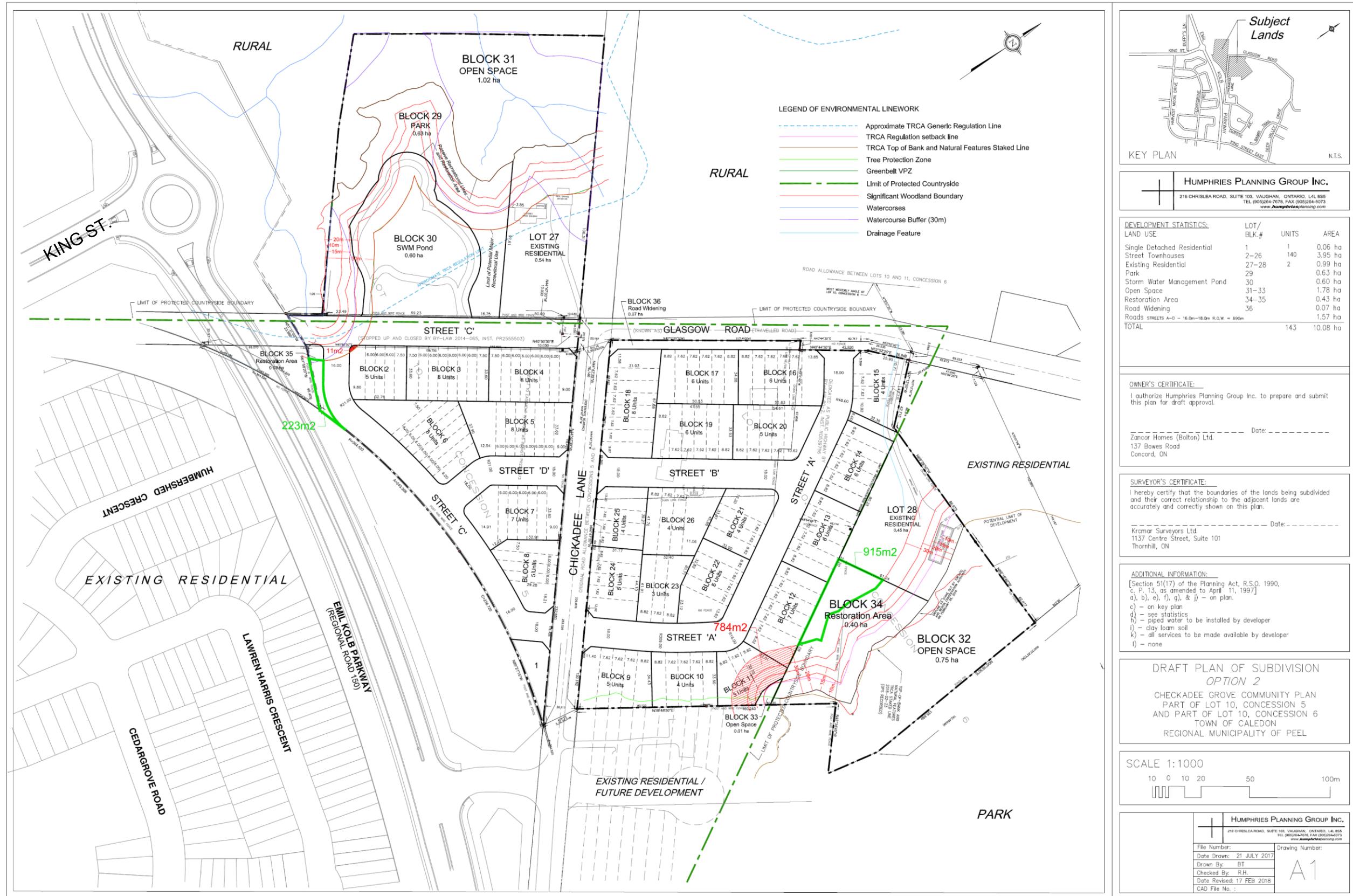


Figure - 4 Proposed Draft Plan of Subdivision

4.0 Current Policy Review & Analysis

4.1. Provincial Policy Statement

The Provincial Policy Statement 2014 (“PPS”) came into effect on April 30, 2014 and provides policy direction on matters of Provincial interest related to land use planning and development, and sets the policy foundation for the development and use of land. The new PPS, 2020 will replace the Provincial Policy Statement, 2014 and will come into effect on May 1, 2020. All decisions on or after that date under the Planning Act, or that affect a planning matter will be required to be consistent with the new PPS.

Section 1.1.5 of the *PPS* provides direction related to the development of rural lands. Rural areas are important to the economic success of the Province and quality of life. Rural areas are a system of lands that may include rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas.

It is the policy of the PPS that on rural lands located in municipalities, permitted uses include:

- a. the management or use of resources;
- b. resource-based recreational uses (including recreational dwellings);
- c. residential development, including lot creation, that is locally appropriate
- d. agricultural uses, agriculture-related uses, on-farm diversifies uses and normal farm practices, in accordance with provincial standards;
- e. home occupations and home industries;
- f. cemeteries; and
- g. other rural uses.

The Subject Lands are currently designated as Agricultural and Rural Area and Greenbelt Plan Area in accordance with Schedule A1 (Town Structure of the Town Caledon Official Plan. In evaluation of the policies listed above, residential development including appropriate land divisions as contemplated by the proposed draft plan is consistent with the Provincial Policy Statement.

Further, Section 1.1.5.5 encourages development that is compatible with the rural landscape and should be located where appropriate infrastructure is planned or available in order to avoid the need for unjustified and/or uneconomical expansion of infrastructure.

In accordance with Section 1.5.5.5 of the PPS, the subject lands are located at the rural-urban fringe and interface with existing residential development associated with the Bolton Rural Service Centre. These urban edges often pose conflicting patterns of interest with larger, contiguous agricultural areas. Farming is increasingly more difficult to carry

on within the periphery of urban areas with concentrated population density. Traffic becomes heavier, residential uses become more sensitive to noise and vibration from agricultural implements and machinery and normal farming operation are easily disrupted.

It is our opinion that the subject lands and associated development are consistent with Section 1.1.5 of the PPS as it does not make up a significant portion of a contiguous agricultural area, exhibits low agricultural priority and benefits from immediate proximity to existing urban development, infrastructure and services. Additionally, the proposed development would not materially alter the character of the rural area as it already demonstrates characteristics of a semi-urban area and would round-out the existing settlement area.

It is also recognized that the subject lands are identified as located within a *Prime Agricultural Area* in accordance with the Peel Region Official Plan being within its Agricultural System. The majority of lands within the Prime Agricultural Area have a Canada Land Inventory (“CLI”) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning they have few constraints for agricultural production. In addition to those lands with high CLI, the Prime Agricultural Area also contains certain lands which facilitate or support the production and/or sale of local produce and/or lands which have specialized farm investments. It is important to note that only a small portion of Ontario’s land base is classified as prime agricultural and the majority of Caledon’s land base is classified as *prime* including the subject property which emphasizes the importance protecting this resource.

Section 2.3 of the PPS recognizes the importance of farming, local food and agri-product businesses to long-term economic prosperity and the protection of agriculture from non-farm developments. Permitted uses are intended to meet the key objectives of the PPS to maintain agricultural areas for long-term use in agriculture, and support a thriving agricultural industry and rural economy. Agriculture is to remain the dominant use in prime agricultural areas. Lot creation in prime agricultural areas is generally discouraged and may only be permitted for agricultural or agricultural related uses and/or a residence surplus to a farming operation.

Section 2.3.5.1 of the PPS states that “*Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8*”. As such, a settlement area boundary expansion will be required to remove the subject lands from the prime agricultural designation and demonstrate compliance with the criteria set out in Section 2.3.5.1.

The proposal demonstrates consistency with the policies outlined in Section 2.3.5.1 based on the following:

- 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;

As indicated in the BRES, the subject lands are required to accommodate new population and employment forecasts and allocations for the 2031 planning horizon. While some limited intensification primarily for offices may be possible in existing employment areas within the Town, there is simply not enough vacant land or redevelopment opportunities available within the existing settlement area boundaries to meet 2031 targets. It should be noted that no new population will be accommodated on or within the blocks identified within the Greenbelt Plan. Therefore, the development proposal is consistent with the direction and recommendations of the BRES and the Subject Lands remain one of the preferred areas to facilitate additional growth in Caledon.

- 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;

The subject lands are ideally located on the periphery of an existing urban area with access and available connections to exiting infrastructure and public facilities. The proposed development requires the least amount of infrastructure in order to be serviced.

- 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;

An Agricultural Impact Study was prepared by Stantec which determined that none of the Subject Lands are comprised of specialty crop areas, that there were no reasonable alternative locations for settlement area expansion to occur on lower capability lands and there are also no reasonable alternative locations for expansion on lower priority agricultural lands. Additionally, the portions of lands located within the Greenbelt Plan do not comprise of specialty crop areas and therefore do not require protection for long-term use for agriculture.

- 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 the opinion of Stantec, settlement expansion into the subject lands and associated development will have minimal, if any impact of the surrounding agricultural system from both a resource and productivity point of view. Further, MDS restriction do not present significant constraints on the subject lands.

For the reasons stated above, the proposed expansion and associated development is consistent with all applicable policies of the PPS, specifically as they relate to the development of rural lands and urban area boundary expansion into agricultural areas. As mentioned above in the executive summary, and as will be discussed in further detail below, it is the Town's intention through the BRES and ROPA 30 to have the subject lands included in the settlement boundary through the ongoing OMB process. This ROPA application is necessary and essential in order to achieve consistency and full conformity with this provincial policy.

4.2. Greenbelt Plan (2017)

The Subject Lands are partially located within the limits of the Greenbelt Plan as shown in the Draft Plan of Subdivision (Figure 6). These portions of the site are designated Natural Heritage System per Greenbelt Detailed Map 58. The Greenbelt Plan prohibits new development in the natural heritage system unless it meets a strict list of criteria as outlined in Section 3.2.

Section 3.2.2.3 states that:

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

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

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

- 1 Stormwater Management (SWM) Block;
- 2 Open Space Blocks;
- 1 Restoration Area Block (beyond the MVPZ) and,
- 1 Park Block.

The Restoration Area Block 34 will remain in private ownership and will be a part of Lot 28, however Block 34 will be subject to a conservation easement and will be zoned Open Space to ensure the proposed plantings and environmental enhancements are preserved. The Open Space Blocks are analogous to the limits of the natural features on site and therefore protect the natural features as required by the policies of the Greenbelt Plan. These Blocks will be zoned in a restrictive zone category in order to afford further protection to the features there-on. The Greenbelt Plan also stipulates that a 30m MVPZ shall be applied significant woodlands (3.2.5.4). Within the Greenbelt Plan area, no lots are included within 30m of a significant woodlot. There are however two areas outside of the Greenbelt where a 30-metre buffer from the significant woodland, if extended, would be located within that 30-metre buffer. These areas are the Townhouse block with the rear of Blocks 11 and 12 and the front corner of Block 2

Blocks 11 and 12

Blocks 11 and 12 (the south-east portion of the plan) are partially within 30m of a significant woodland, however they are not located within the Greenbelt Plan. The policy framework, inclusive of the Greenbelt Plan, Regional OP or Town OP, is not clear or specific to determine if the required buffers of the Greenbelt Plan also apply to lands outside the Greenbelt Plan, even if the feature itself is within the Greenbelt Plan. The proposed lots outside of the Greenbelt Plan area are setback a minimum of 10m from the significant woodland at the narrowest point, as illustrated in Figure 6. The proposed lots are outside the Greenbelt Plan, but within 30m of the significant woodland and total 784 square metres in area. A Restoration Block (34) is proposed which has an area of 0.4 hectares and there is an area of 915 square metres of beyond the 30m of the significant woodland that will be replanted and restored to compensate for the area of Block 11 and 12 within the 30-metre buffer to the significant woodland. A net ecological gain of 131 square metres. The proposed restoration area represents a proposed buffer area with an average buffer that is greater than 30m, the majority of which will be located within the Greenbelt Plan. Buffers with an average of 30m have been approved elsewhere within the Greenbelt Plan, subject to the demonstration of a net ecological gain. This is addressed further in the EIS which identifies restoration of the existing sporadic orchard

area, as it contains accompanying native species. Additional native species can be added to this area, as explained further in the EIS.

Street C and Block 2

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

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

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

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

Lastly, Section 4.2. of the Greenbelt Plan outlines policies related to infrastructure development and ensures that best practices are employed for any new development or site alteration in order to avoid impacts to key natural heritage or key hydrologic features to the greatest possible extent possible. It is the policy of Section 4.2.3 that, “*Planning, design and construction of stormwater management infrastructure shall be carried out in accordance with the policies in subsection 3.2.7 of the Growth Plan*” and that “Applications for development and site alteration in the Protected Countryside shall be accompanied by a stormwater management plan”.

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

- Block 30, Stormwater Management Facility
- Block 29, Park
- Block 31 and 32, Open Space
- Block 34, Restoration Area
- Lot 27, Existing Residential
- Lot 28, Existing Residential

Block 27 and 28 have been established in order to recognize the existing single-detached residential dwelling located at 615 and 550 Glasgow Road, respectively. Additionally, the proposed open space block and park block have been contemplated for the purposes of recreation, conservation and environmental protection and will be conveyed to the appropriate public bodies or non-profit entities for natural heritage conservation in the long-term. Lastly, the proposed SWMF location meets the intent of the above-mentioned policies in that it is required to serve a human settlement and its proposed location is the best alternative to other areas within the proposed development plan. The SWM facility has been deployed in a manner that minimizes ecological impacts to the existing valley system and associated ecological features and functions and designed to pose little to no

risk to human health and safety. A Stormwater Management Plan/Report and Environmental Impact Study and Management Plan have been prepared in support of these development components.

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

4.3. Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe provides policies intended to guide municipalities in the creation of Plans which support the achievement of complete communities, a thriving economy, a clean & healthy environment, and social equity.

The Plan specifies various land use designations such as settlement areas, designated greenfield areas, and rural areas; and provides policies for development on said lands. It also directs municipalities to designate lands into the various categories listed above in their Official Plans in order to meet the population forecasts in Schedule 3 and the density provisions in Section 2.

The Subject Lands are currently designated as Rural Lands in the Caledon and Peel Official Plans, and are not included within the existing Built Boundary nor the Settlement Area of the Town or Region.

Section 2.2.9.6 of the Growth Plan provides policies for Rural Areas and notes that new multiple lots or units for residential development will be directed to settlement areas. Further, Section 2.2.1.2 notes that new development will be directed toward settlement areas and that the establishment of new settlement areas is generally prohibited.

As such, per the policies of the Growth Plan, subdivision and development of the Subject Lands as contemplated in the proposed Draft Plan of Subdivision would only be permitted if the lands were within the Settlement Area of the Town of Caledon and denoted as a Designated Greenfield. Further, in order for the lands to be included within the Settlement Area of the Town of Caledon, the Town would have to carry out a Municipal Comprehensive Review as defined and scoped per the policies contained in Section 2.2.8 of the Growth Plan.

4.3.1 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, May 2019

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) provides direction on the development and growth of communities within the Greater Golden Horseshoe

(“GGH”). The new Growth Plan came into effect on May 16, 2019 and replaces the Growth Plan for the Greater Golden Horseshoe, 2017 which took effect on July 1, 2017.

Although many of the policies of the Growth Plan (2017) have remained the same, the changes to the new Growth Plan (2019) are intended to address potential barriers to increasing the supply of housing, creating jobs and attracting investments. The overarching objectives of the Growth Plan (2019) continue to support the achievement of complete communities that are healthier, safer, and more equitable. Additionally, the Growth Plan prioritizes the better use of land and infrastructure by directing growth through a hierarchy of settlement areas and prioritizing settlement area boundary expansions based on an evaluation of the appropriateness of their location.

Section 2.2.8 of the Growth Plan, allows municipalities to undertake settlement area boundary expansions that are no larger than 40 hectares outside the municipal comprehensive review, subject to the criteria identified below:

- a. *the lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 or 2.2.5.13, as appropriate;*
- b. *the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;*
- c. *the affected settlement area is not a rural settlement or in the Greenbelt Area;*
- d. *the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and*
- e. *the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.*

In evaluation of the proposed Settlement Boundary expansion and associated development in the context of Section 2.2.8.5 of the Growth Plan, it is our opinion that the proposal is consistent with the criteria outlined above for the following reasons:

- a) The Draft Plan provides for a density threshold that is greater than the minimum density targets as defined in the Region of Peel Official Plan. The development provides a density target of approximately 20-40 UPH, which translates to approximately 65-130 people per hectare (assuming a PPU of 3.28 in accordance with Hemson’s Growth Forecast Assumptions). Accordingly, the proposed development will assist the Region and Town in meeting the minimum growth targets for designated greenfield areas.
- b) The proposed development is strategically located on the periphery of existing urban development with access and connections to existing and planned

transportation infrastructure and municipal/regional services with available capacity. Further, the proposal locates development away from natural heritage systems and features and outside of the Protected Countryside designation of the Greenbelt Plan. Lastly, the subject lands have been determined to be of low agricultural priority and development is expected to proceed with no adverse impacts to existing surrounding agricultural operations. Based on the above, the development is seen to satisfy the requirements of Section 2.2.8.3;

- c) The subject lands are located at the fringes of the Bolton Rural Service Centre and locates development outside of the Greenbelt Plan Area. The expansion of new residential uses onto the subject lands represent a logical contiguous addition to the existing settlement area and pattern of development. It should be noted that the SWM facility block and the open space block - analogous to the limits of the natural features on site – are located within the identified limits of the Greenbelt Plan. These development components are permitted within these areas in accordance with Section 4.2.1 of the Greenbelt Plan.
- d) A Functional Servicing Report was prepared by Candevcon in order to demonstrate that the proposed development can be adequately serviced by existing and planned infrastructure and systems with sufficient capacity. The analysis concluded that sufficient services exist to support the proposal.
- e) Based on the Town of Caledon Population and Employment Forecasts and Allocations Study (2006), the proposed development within the Subject Lands are located within one of the three rounding out areas identified as preferred areas for expansion of the current urban boundary in order to meet the population and employment forecast and projections.

Section 2.2.9 of the Growth Plan (2019) addresses growth management and the determination of how and where growth should be directed and planned for in Rural Areas. The purpose of this section of the Growth Plan is to provide direction to manage growth in rural settlements in a manner which optimizes land, recognized existing land uses and seeks to preserve and protect agriculture and resource-based recreational uses. This section consists of the following policies that are relevant to the proposal:

Section 2.2.9

7. *Notwithstanding policy 2.2.8.2, minor adjustments may be made to the boundaries of rural settlements outside of a municipal comprehensive review, subject to the following:*
 - a. *the affected settlement area is not in the Greenbelt Area;*
 - b. *the change would constitute minor rounding out of existing development, in keeping with the rural character of the area;*
 - c. *confirmation that water and wastewater servicing can be provided in an appropriate manner that is suitable for the long-term with no negative impacts on water; and,*
 - d. *Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied.*

The proposed expansion and associated development conforms with Section 2.2.9 of the Growth Plan as:

- a. The Bolton Settlement Area, in which the proposal contemplates residential development is located outside of the Greenbelt Plan Area. The portions of the development framework located within the Greenbelt have been established in order to recognize the need for these areas to accommodate the necessary infrastructure required to support the development and to maintain the existing residential uses. These uses have been contemplated in a manner that achieves alignment with the policy direction of the Greenbelt Plan and Growth Plan.
- b. The proposal implements a development scenario that would constitute a minor rounding out of the existing Bolton Rural Service Centre in consideration of the existing function and character of the community;
- c. Directs the expansion of residential development into an appropriate area in recognition of the availability of municipal services, soil conditions, topographic features and environmental constraints; and,
- d. Provides an orderly and scaled expansion of residential uses in the Town in a form which can be integrated with established land use patterns facilitating the wise use and management of resources and sustainable patterns of development.

Based on the above, it is our opinion that the proposed settlement area boundary expansion and associated development meet all applicable criteria and relevant policies

of the Growth Plan. In summary, the Growth Plan permits minor adjustments or rounding out of rural settlements whether part of a municipal comprehensive review process or as part of a privately initiated site-specific application for 40 hectares or less. The subject applications and supporting studies which accompany this submission build upon the work undertaken by the Town of Caledon as part of the BRES and appropriately demonstrate that the subject lands represent a logical extension to the existing built up area and can be established in a manner that is fiscally responsible, enables comprehensive planning for a complete community, realizes the opportunity to accommodate forecast growth and is compatible with adjacent lands uses.

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

The Subject Lands hold the following designations with respect to the Region of Peel Official Plan:

- Core Area of the **Greenlands System** – Schedule “A”
- **Prime Agricultural Lands** – Schedule “B”
- **Rural System** – Schedule “D”
- **Agricultural and Rural Area and Greenbelt** – Schedule “D-4”
- Outside of **Rural Settlement Boundary** – Figure 2

The Region of Peel's Official Plan is consistent with the Policies of the PPS and conforms to the policies of the Growth Plan. As such, the plan specifically delineates the settlement boundaries of the Region in Figure 2 and Schedule “D”. As noted above, the Subject Lands are not included with the settlement boundaries of the Region, but are instead designated Rural System, Prime Agricultural Lands, Agricultural and Rural Area, Greenbelt and Core Area of the Greenlands System per Schedules “A”, “B”, “D” and “D-4”.

Section 5.4 of the Peel Official Plan provides policies for the Rural System, and Section 5.4.6 provides specific policies with respect to Rural Areas within the Rural System. These policies note that the rural area is devoted to agricultural, forestry, recreation and conservation uses, and that only limited growth is permitted (5.4.6.2.1e).

Per Section 5.4.2.1 and 5.4.3.2.1, a majority of growth in the Rural System is to be concentrated in the Rural Service Centres. Further, both Sections 5.4.3.2.2 and 5.4.7 note that an Official Plan Amendment, supported by a Municipal Comprehensive Review, is required in order to establish new boundaries for the Bolton Rural Service Centre.

As such, per the policies of the Region of Peel Official Plan, subdivision and development of the Subject Lands as contemplated in the proposed Draft Plan of Subdivision would only be permitted if the Lands were within the Bolton Rural Service Centre. Further, in

order for the lands to be included within the Bolton Rural Service Centre a Local Official Plan Amendment is required.

As mentioned above in the executive summary, and as will be discussed in further detail below in Section 5 of the Report, it is the Town's intention through the BRES and ROPA 30 to have the Subject Lands, excluding the portions identified as located within the Greenbelt Plan, included in the settlement boundary through the ongoing OMB process. Because the Greenbelt lands were not considered and evaluated during the BRES, the subject applications and proposed development seek to build upon and expand the scope of the BRES in order to include these lands in the development framework for the purposes of non-residential uses. It is important to highlight that although the Greenbelt Plan prohibits certain forms of urban development, the proposed land uses are considered to be value-added infrastructure uses which support the policies of the Greenbelt Plan, permanently preserve land and, in some areas, provide for enhancement and a higher standard of protection.

Per the recommendations of the Meridian PJR, which was completed in support of the BRES and ROPA 30, the three Rounding-out Areas should be included no matter which option is selected, as they exhibit "*low agricultural priority due to their high level of fragmentation, small parcel size, lack of agricultural activity, and proximity to existing settlement areas*" and since there are no technical reasons for excluding these lands. On this basis, as well as based on the technical studies completed to support Caledon's ROPA application and the studies completed by the applicant, the ROPA to bring the Subject Lands into the Rural Service Centre is appropriate as servicing and roads exist.

The Growth Plan, 2019 now allows Regional and local municipalities to provide for Minor Rounding Out of settlement boundaries (Section 2.2.9.7) without the need for an MCR. The Region of Peel has confirmed such with the Province, as outlined in the Staff Report for the January 23, 2020 Regional Council meeting, whereby the Province responded to the Region on November 12, 2019. The Region's Report also outlines new opportunities for advancing ROPAs where work is sufficiently advanced and to address significant priorities that support community building, including, but not limited to, issues/policies on Housing, Growth Management and Major Transit Station Areas. Given the previous studies completed for the Chickadee ROA as part of Council endorsed LOPA 226 and BRES, Regional Council is able to proceed with adoption of such policies that are significantly advanced through a ROPA.

As discussed in Section 4.2 of this Report, two areas (the rear of Townhouse Blocks 11 and 12 – the south-east portion of the plan and Block 2 – the north-west portion of the plan) are within the 30m buffer of a significant woodland, however these areas are located outside the Greenbelt Plan area. The policy framework under the Region of Peel Official

Plan is not specific to determine if the required buffers of the Greenbelt Plan Area apply to lands outside the Greenbelt Plan Area. Even if the feature itself is within the Greenbelt Plan. We have reviewed the matter further in other Municipalities and have found that within the York Region Official Plan there is a policy that considers features partially within the Greenbelt Plan, specifically Policy 2.2.10 requires the greater of the buffer to apply where the feature is more than 50% in the Greenbelt Plan boundary, unless an EIS can demonstrate than a lesser buffer is appropriate. This policy does not apply to the Subject Lands, as they are within the Region of Peel, however an average 30m buffer was accepted by the Regional and Local municipality and agencies in a situation in York Region where a feature was over 50% in the Greenbelt Plan area.

The proposed lots outside of the Greenbelt Plan area are no closer than 10m from the significant woodland at the narrowest point. The proposed lots for this area that is outside the Greenbelt Area, but within 30m of the significant woodland total 784 square metres in area. Within proposed Block 34 – Restoration Area, there is 957 square metres of area beyond the 30m of the significant woodland that will be replanted and restored to compensate for the area within the lots, while providing a net ecological gain of 173 square metres. With the proposed restoration area, this represents a proposed buffer area on average that is greater than 30m, the majority of which will now be in the Greenbelt Plan area. Buffers with an average of 30m have been approved elsewhere within the Greenbelt Plan, subject to the demonstration of net ecological gain. This is appropriate and further justified in the EIS which demonstrates the existing sporadic orchard area can also be retained, as it contains native species and planting of additional native species can be added to this area as part of a proposed restoration area.

Section 2.2 of the sets out the policies for the responsible management of the natural environmental and provides direction related to stormwater management infrastructure. It is the policy of Section 2. 2.10.5.19 to:

“Direct the City of Brampton and the Town of Caledon to prohibit, in their official plans, storm water management ponds in key natural heritage features or key hydrologic features or their vegetation protection zones, in accordance with the Greenbelt Plan, except as permitted by Section 4.2.3.1 of the Greenbelt Plan for those portions of the Protected Countryside that define the major river valleys that connect the Niagara Escarpment and Oak Ridges Moraine to Lake Ontario”.

The Peel Region Official Plan prohibits stormwater management systems in key natural heritage and hydrologic features within the Greenbelt Plan. The proposed development strategically locates infrastructure development away form these key features and into the Protected Countryside designation which permits the construction of new or expanding infrastructure. The Greenbelt Plan recognizes that planning and investment

for new or expanded infrastructure will be needed to serve existing communities within the Greenbelt and new settlements located immediately outside of the Plan area. Infrastructure may include transit and transportation corridors, water and wastewater systems, septic treatment systems and stormwater management systems,

It is recognized that the Greenbelt Plan permits these types of infrastructure uses provided that certain conditions and criteria are met through the use of appropriate design and construction measures. As such, it is our opinion that the proposed SWM facility and low intensity recreational uses proposed for the Greenbelt lands are suitable and appropriate in recognition of the infrastructure required to support the growth forecasts in Peel Region in order to meet current and projected needs of future populations.

Section 7.3.6.2.2 of the Region of Peel's Official Plan outlines all studies that may be required as part of a ROPA application. The requirements are further refined as part of the pre-consultation process. A pre-consultation meeting was held on December 19, 2019, which confirmed the studies that are required, which have been completed and include:

Technical Studies

- Water and Wastewater Servicing and SWM Study;
- Traffic Impact Study;
- Environmental Noise Study;
- A Comprehensive Environmental Impact Study and Management Plan (CEISMP);
- Arborist Report;
- Geotechnical Study;
- Hydrogeological Study;
- Planning Justification Report;
- Community Services and Facilities Study;
- Agricultural Impact Assessment; and,
- Healthy Development Assessment.

4.5. Caledon Official Plan

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

- Bolton Land Use Plan "C"
 - Prime Agricultural Area
 - Outside of 2021 Settlement Boundary
 - Environmental Policy Area
- Town Structure "A1"
 - Agricultural and Rural Area of the Growth Plan
 - Not within Rural Service Centre
- Growth Plan Policy Areas in Caledon "Figure 1"

- Agricultural and Rural Area

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

Further, per policies contained in Section 4.2.3 an Official Plan Amendment and a Municipal Comprehensive Review (MCR) are required to expand the boundary of the Bolton Rural Service Centre, the requirements for which are outlined in Section 4.2.3.3.1:

4.2.3.3.1 Expansions to settlements will require an amendment to this Plan and shall be undertaken through a municipal comprehensive review that will address the following:

- a) *How the proposed expansion is based on the population and employment forecasts and population allocations in Tables 4.1 to 4.6 of this Plan;*
- b) *Protection and enhancement of natural environmental, and cultural resources, including identification of a natural heritage system;*
- c) *The potential impact of the expansion on the function and character of the community including those lands in neighbouring municipalities;*
- d) *The expansion is a logical and contiguous addition to the existing settlement;*
- e) *The ability to provide the necessary Regional infrastructure and services including Regional and local transportation infrastructure, water and wastewater servicing in a financially and, environmentally sustainable manner;*
- f) *Fiscal impact;*
- g) *Sufficient opportunities as determined by the Region to accommodate forecasted growth contained in Section 4.2.4 of this Plan through intensification and in designated Greenfield areas are not available in Caledon;*
- h) *An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and reasonable alternative locations on lands with lower priority in the Prime Agricultural Area;*
- i) *The preparation and conclusions of watershed and sub-watershed studies that also address impacts in neighbouring municipalities within the watershed or sub-watershed area;*

- j) *Compliance with minimum distance separation formulae;*
- k) *The provisions of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan and the Greenbelt Plan;*
- l) *Conformity with the objectives and policies of the Region of Peel Official Plan; and, the principles, strategic direction, goals, objectives and policies of this Plan;*
- m) *The expansion makes available sufficient lands for a time horizon not exceeding the timeframe of this Plan;*
- n) *The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the Regional and municipal intensification and density targets;*
- o) *Mitigation of impacts of settlement area expansions on agricultural operations which are adjacent to or close to the settlement area to the greatest extent feasible;*
- p) *The sustainability objectives and policies of Section 3.1 of this Plan;*
- q) *The proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan; and,*
- r) *In determining the most appropriate location for expansions to the boundaries of settlement areas, the policies of Section 2 and 3 of the Provincial Policy Statement, 2005 are applied.*

The above matters have been addressed through the BRES process and the site-specific technical studies supporting the planning applications. A detailed review of Section 4.2.3.3.1 is provided in Section 5 of this Report.

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

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

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

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

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

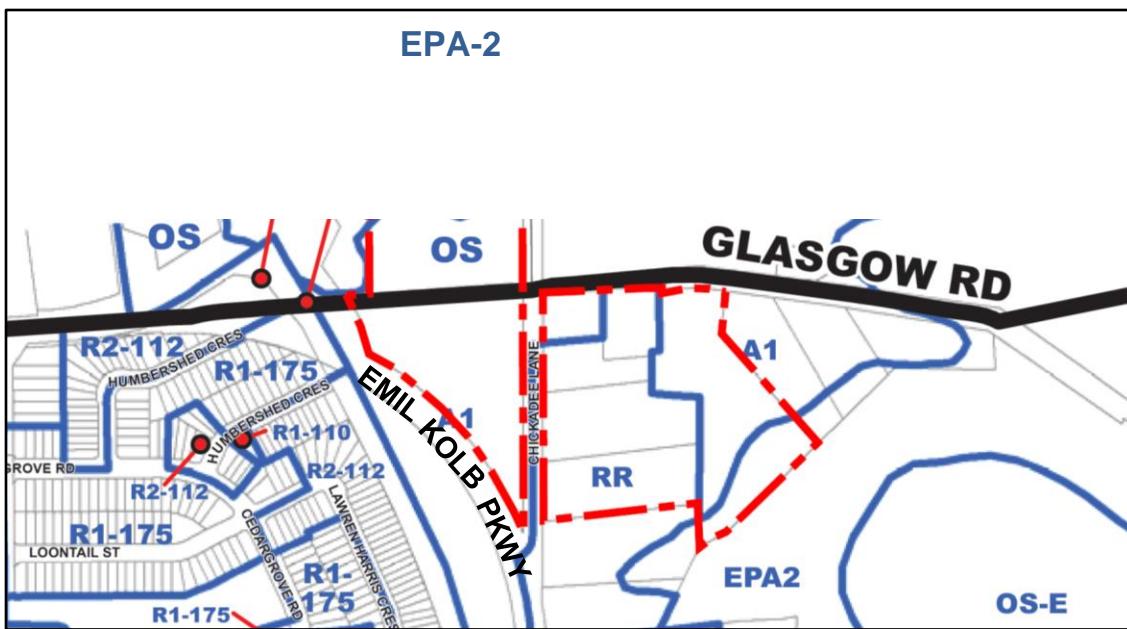


Figure 5 - Zoning Map (By-law 2006-50)

However, the portions of the Lands zoned RR and A1 are largely proposed for subdivision and the development of townhouses, which is not a permitted use in the RR nor A1 zones. As such, a Zoning By-law Amendment would be required in order to re-zone the Subject Lands into an appropriate residential zone category(ies) with site specific exemptions. Such an application is supportable on the basis that the Subject Lands were included within the Bolton Rural Service Centre

5.0 Proposed Regional and Local Official Plan Amendments

5.1. History

The Caledon Official Plan was last approved in 2006. The Chickadee Rounding out Area is a minor adjustment to recognize the existing urban context. In 2012 the Town of Caledon began the Bolton Residential Expansion Study (BRES). The intention of the Study was to (1) identify the amount of land required to implement the 2031 Regional growth targets as established by the Region of Peel and (2) determine what land would form the basis of the Bolton Rural Service Centre Expansion and associated Regional Official Plan Amendment. Given this goal, the Study also needed to meet the requirement for an MCR per the policies of the PPS, Growth Plan, Regional Official Plan, and Caledon Official Plan.

On October 14, 2014, following the completion and approval of the BRES, the Town of Caledon submitted an application to amend the Region of Peel Official Plan (ROPA) to

expand the current Bolton Settlement Boundary as shown in the figure below. This expansion, justified by an MCR, included the “Option 3 Lands” and “Rounding Out Areas A – C”. The Subject Lands form a majority of “Rounding Out Area B”. Town staff thereafter began preparation of the BRES Secondary Plan. A draft of this document has yet to be circulated for review.

In support of the October 14th submission to the Region, the Town’s Consultant (Meridian Planning) prepared a Planning Justification Report (the Meridian PJR). This report provided a summary of the various technical studies and reports prepared as part of the BRES (Section 2.4) as well as an explanation of how said studies met the requirements for an MCR per the PPS, Growth Plan, Regional OP and Local OP (section 6). Studies included as part of the BRES included:

- Reports by Meridian Planning inclusive of a PJR, the BRES Recommendations: Selection of Residential Expansion Areas, BRES – Recommendations: Selection of Expansion Area Report, and BRES – Recommendations: Potential Expansion Areas and Evaluation Criteria;
- Reports by Dougan & Associates inclusive of Bolton Residential Expansion Study: Background Environmental Study, and Bolton Residential Expansion Study – Phase 3: Technical Memorandum – Development of a Preliminary Natural Heritage System;
- A Headwater Drainage Features Assessment by Aquafor Beech Limited;
- A Transportation Evaluation of Alternative Growth Areas by Paradigm Transportation Solutions Ltd.;
- Reports by Colville Consulting Inc. inclusive of the BRES Agricultural Impact Assessment Part A and Part B;
- An Infrastructure Report by GM BluePlan Engineering Consultants Ltd.;
- A Fiscal Impact Assessment by Watson & Associates;
- A Retail Market Demand Analysis for 2031: Bolton, Ontario by Kircher Research Associates Ltd.;
- A Stage 1 Archaeological Assessment: Option #1, Option #3 and the Rounding-out Areas, by Archaeological Services Inc.;
- A Population and Employment Forecast and Allocations Study Town of Caledon by Watson & Associates Economist Limited and The Butler Group Consultants Inc.; and,
- Reports by the Town of Caledon inclusive of Cultural Heritage Landscapes and Built Heritage Resources Assessment, Selection of Preferred Settlement Expansion Area, General Terms of Reference: Bolton Residential Expansion Study, OPA 226 Modifications, Adoption of Official Plan Amendment 226 File

Number, and, Town of Caledon Population and Employment Forecasts and Allocations: Final Recommendations

It should also be noted that the Chickadee Rounding Out Area B differs from Option 3 because it does not require significant capital investment in municipal servicing infrastructure, as the existing servicing infrastructure is already in place and can be utilized.

The Meridian PJR notes that based on the new population and employment forecasts/allocations for the 2031 planning horizon 185 hectares of additional urban land (net environmental features) is required in Bolton. This was based on an assumption that development will proceed at a density of 71.5 people and jobs (population related) per hectare on average. As mentioned above, the Meridian report recommended that the Option 3 lands and the three Rounding-out Areas be selected for Settlement Area expansion. The executive summary outlines the rationale for this decision noting that:

- *"There is the potential to develop a broader mix of residential forms that integrate well with public transit, and the opportunity exists to create a walkable, transit-supportive and complete community based on the implementation of a number of healthy community principles as a consequence of the location of Option 3 in relation to a planned GO Station that is an integral component of the 'Big Move'."*
- *The selection of the Option 3 lands would provide additional support for the establishment of the GO Station at this location in a timely manner and would provide an opportunity to create a transit hub providing options for future Bolton residents to walk to rail transit.*
- *The cost of the required Regional road improvements is less than for Option 1 (which was the other option under consideration).*
- *The cost and complexity of the Regional sewer and water upgrades is less than for Option 1.*
- *There are a number of strategic advantages to selecting Option 3 as a result of the servicing of the Option 3 lands which will provide opportunities to service other future growth areas, including the Option 1 lands." (Meridian PJR, exec. summary)*

The report also recommended that the three Rounding-out Areas should be included no matter which option was selected, as they exhibit "*low agricultural priority due to their high level of fragmentation, small parcel size, lack of agricultural activity, and proximity to*

existing settlement areas" (Meridian PJR, section 4.5.2) as well as the fact that there was no technical reason for excluding these lands.

The Town's application as supported by the technical studies above and the Meridian PJR was considered to have fulfilled all the requirements of an MCR and as such Regional staff circulated the ROPA application to all relevant agencies for comments. Subsequently, the Region had the Planning Partnership review the Town's MCR process and recommendations. The Planning partnership indicated in their response, that either Option 4 or Option 3 was supportable, and that Rounding out Areas A and B (The Subject Lands) should be included in the expansion in either alternative. However, despite all professional opinions supporting the selection of Rounding Out Area B, on December 8, 2016, Regional Council approved Option #6 as the preferred Bolton Rural Service Centre Expansion. The decision of Regional Council was appealed to the OMB in January 2017, and the matter remains before the Board as of the date of this report. As such, the Board is now the approval authority of the Regional Official Plan Amendment Application submitted by the Town of Caledon and Zancor Homes (Bolton) Ltd. is a party to the OMB hearing.

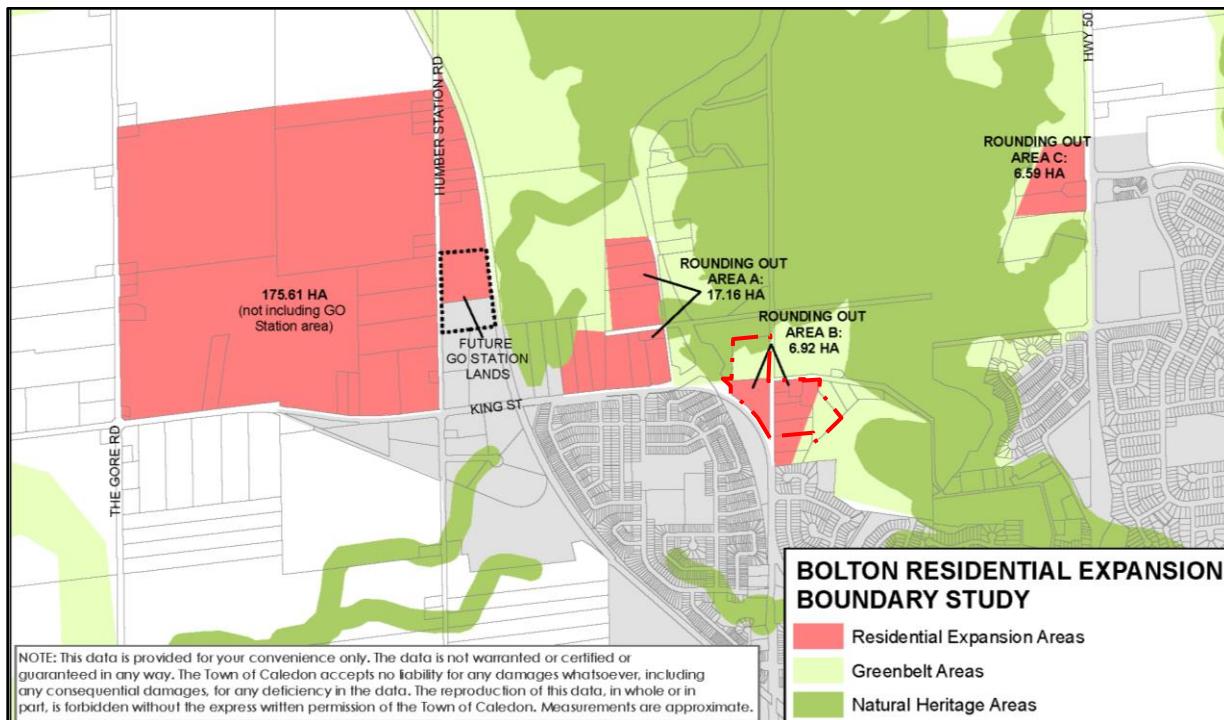


Figure 6 – BRES Residential Expansion Areas

5.2. Zancor Homes (Bolton) Regional Official Plan Amendment (ROPA)

Since the Board is now hearing appeals on the Town of Caledon's ROPA application, Zancor Homes (Bolton) is submitting its own private ROPA application to include the Subject Lands within the boundaries of the Bolton Rural Service Centre. The following is

a brief description of the proposed Regional Official Plan Amendment (ROPA) and the required subsequent local Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA).

Peel ROPA

Per the recommendations of the Meridian PJR, the three Rounding-out Areas should be included no matter which option is selected, as they exhibit “*low agricultural priority due to their high level of fragmentation, small parcel size, lack of agricultural activity, and proximity to existing settlement areas*” and since there are no technical reason for excluding these lands.

On this basis, as well as based on the technical studies completed to support Caledon’s ROPA application and the studies completed by the applicant, Zancor Homes (Bolton) is applying to Amend the Regional Official Plan. Specifically, the request is to amend the following:

- Schedule “B” to remove the entirety of the Subject Lands from the Prime Agricultural Area designation;
- Schedule “D” to re-designate a portion of the Subject Lands from Rural System to Rural Service Centre;
- Schedule “D4” to re-designate a portion of the Subject Lands from Agricultural and Rural Area to Designated Greenfield Area; and,
- Figure 2 to include a portion of the Subject Lands within the Rural Settlement Boundary.

The portion of the Subject Lands subject to the re-designation in Schedules “D”, “D-4” and Figure 2 relate to the portion of the subject lands outside of the Greenbelt Plan area. The amendment to Schedule B relates to the entirety of the Subject Lands, as the removal of the lands within the Greenbelt area from the Prime Agricultural Area designation will help to facilitate the proposed Park use within this area, as permitted through the Greenbelt Plan.

The subject lands contain several existing homes, which are part of the existing Bolton area, the proposed ROPA and OPA can be considered a minor amendment to recognize the existing urban context. These Amendments, which largely mirror the Amendments requested by the Town through the BRES and ROPA 30, would have the purpose and effect of including the Subject Lands, including those portions identified as within the

Greenbelt Plan, within the Bolton Rural Service Centre. The approval of this proposed settlement area boundary expansion to include the Subject Lands would be the first step toward realizing the redevelopment of the Lands. Approval of the local OPA and ZBLA would thereafter be required.

Caledon ROPA

A Local OPA will be required after or concurrent with approval of the Regional OPA, in order to include the Subject Lands within the Settlement Boundary of the Town of Caledon. Generally, the technical amendments required are expected to be as follows:

- Amend Schedule “A” to include the Lands within the Settlement Area;
- Amend Schedule “A1” to include the Lands within the Rural Service Centre;
- Amend Schedule “C” to include the Lands within the 2031 Settlement Boundary;
- Amend Schedule “C” to re-designate the developable portions of the Lands from Prime Agricultural Area to “Policy Area – Bolton Expansion”;
- Amend Figure “1” Growth Plan Policy Areas in Caledon to re-designate the developable portions of the Lands from “Agricultural and Rural Area” to “Designated Greenfield Area”;
- Provide the following site-specific policies for the developable portions “Policy Area – Bolton Expansion”
 - The following uses shall be permitted on the developable portion of the Subject Lands:
 - Single Detached Dwellings no greater than 3 storeys in height;
 - Semi-Detached Dwellings no greater than 3 storeys in height;
 - Townhomes (inclusive of Street Towns, Rear Loaded Towns, Stacked Towns, Back to Back Towns, and Stacked Back to Back Towns) no greater than 4 storeys in height;
 - The developable portions of the Subject Lands shall be those portions of the Lands on which development would not be precluded pursuant to the policies of Section 5.7;
 - The density permitted on the Subject Lands shall be between 20 and 40 units per net developable hectare (inclusive of new lots and roads)
- Amend Figure 1 to re-designate the developable portions of the Lands from Agricultural and Rural Area to Designated Greenfield Area.

Caledon ZBLA

A ZBLA will be required with approval of the Regional OPA and Local OPA in order to include the developable portions of the Subject Lands in appropriate zoning categories to

facilitate the proposed development. The amendments required are expected to be as follows:

- New Single/Semi Detached lots and Townhouse Blocks, will be zoned RMD, Mixed Density Residential;
- New SWM blocks will be zoned OS
- Restoration areas will be zoned OS
- New parks will be zoned OS
- the existing limits of the EPA2 zone on the Lands shall be refined to reflect the limits of development as established through the application process;
- Existing single detached lots will be rezoned RR
- Site Specific exemptions to the zones will be provided as determined through the application process.

5.3. Zancor Homes (Bolton) ROPA Policy Conformance Analysis

Provincial Policy Statement

As discussed above, the Subject Lands are currently designated as Rural in the Caledon Official Plan. Therefore, residential development as contemplated by the proposed Draft Plan of Subdivision is currently not consistent with the Provincial Policy Statement.

However, per the policies of the PPS subdivision and development of the Subject Lands as contemplated would be permitted if the lands were within the Settlement Area of the Town of Caledon. In order for the lands to be included within the Settlement Area of the Town of Caledon, the Town would have to carry out a comprehensive review as defined and scoped per the policies contained in Section 1.1.3.8 of the PPS.

As mentioned above, the Town of Caledon has undertaken such a review and has identified the portion of the Subject Lands located outside of the Greenbelt Plan as part of the 2031 Settlement Area. Those additional areas (Greenbelt) were not evaluated and/or identified as part of the BRES. The subject application does not request to have the Greenbelt lands brought into the Settlement Area Boundary, rather, will utilize these lands to provide for the necessary infrastructure and public services required to support the future redevelopment of the Subject Lands.

Further, the Meridian PJR provides a comprehensive summary of the how the policies of Section 1.1.3.8 of the PPS have been satisfied. Therefore, the PPS requirements for an MCR has been satisfied for the Subject Lands. As such, this PJR further illustrates why development on the Subject Lands would be consistent with the remaining policies of the PPS and should therefore be included in any 2031 boundary expansion. The information presented below will demonstrate that, at a minimum, Rounding Out Area "B" should be

included in the Settlement Boundary Expansion (through the applicant's private ROPA application) and that the same amount of lands should therefore be removed from the Option 6 Settlement Boundary Expansion through the OMB process. Further, it should be noted that the 2017 Growth Plan was approved by the Province with population projections to 2041. The Region of Peel has subsequently prepared a Draft Regional Official Plan Amendment to bring the Regional Official Plan in conformance with the Growth Plan. The Draft ROPA provides for an additional 44,000 people in Caledon by 2041; which will require further expansion of the Bolton Residential Area.

Section 1.1.3.8 of the PPS outlines policies which are intended to guide expansion of Settlement Area boundaries. These policies provide a strong justification for development on the Subject Lands. Specifically, these include:

"a. sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;"

The Subject Lands currently represent very low density rural/estate residential development and are immediately adjacent to the existing built boundary. As such, their re-development would be more akin to intensification than true Greenfield development and could be considered a minor adjustment to recognize the existing urban context. In contrast, the Option 6 lands are primarily large lots used for agricultural purposes, and therefore represent true and traditional Greenfield development.

"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;"*

The Lands are designated Prime Agricultural in the Caledon Official Plan. However, as demonstrated through the MCR process, they are not suitable for agricultural uses, and therefore the policies above should not be construed to apply to the Subject Lands. This is in stark contrast to the Option 6 lands which are currently used for agriculture.

"d. the new or expanding settlement area is in compliance with the minimum distance separation formulae"

"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."

The site is not in proximity to active agricultural uses; rather has homes on lands surrounded by environmental and urban land uses. This is in stark contrast to the Option 6 and other option lands which will abut a variety of Agricultural uses to the north and west.

Further to the policies above re expansion of Settlement Area boundaries, Section 1.1 of the PPS provides general policies geared towards managing and directing land use to create healthy, liveable and safe communities and Section 1.1.3 provides specific policies for Settlement Areas. These policies include:

“1.1.1 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;”

The Subject lands are immediately adjacent to the built boundary of Bolton and are surrounded by environmental land uses. The amendments can be considered minor adjustments to recognize the existing urban context. As such they represent a logical and efficient rounding out of the Settlement Boundary. They will also support retail and commercial investment in the Bolton Core.

Alternatively, the Option 6 lands are located in proximity to the potential GTA West Corridor. Per provincial direction, Municipalities are directed to plan for appropriate employment lands to ensure the long-term economic prosperity of the City Region. Lands adjacent to 400 series highways are often identified as appropriate locations for employment lands based on the need for transportation service to support ‘just in time’ product delivery. As such, the selection of the Option 6 lands could hinder the appropriate expansion of Greenfield employment lands in Caledon. As such, development on the Option 6 lands should not proceed until such a time as the status and alignment of the GTA West Corridor is finalized.

Further, development of the Option 6 lands for residential purposes would occur immediately adjacent to existing employment uses, which could create compatibility issues between existing businesses and future residents.

“1.1.1e. promoting cost-effective development patterns and standards to minimize land consumption and servicing;”

The Subject Lands can be serviced through a minor extension of the existing services in the immediate vicinity. Existing servicing infrastructure exists which currently is not being fully utilized. Further, the lands are in proximity to the recently constructed Emil Kolb

Parkway, and would make efficient use of this Regional infrastructure via the proposed extension of Glasgow Road.

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

The proposed Draft Plan of Subdivision is adjacent to the existing built-up area, and is proposed to contain anywhere between 20 and 40 UPH, which is compact in nature.

As demonstrated above, the Town of Caledon has undertaken an MCR which satisfies the requirements of the PPS for Settlement Area expansion, and said analysis included the Subject Lands. As such, expansion of the Bolton Rural Service Centre to include the Subject Lands would be consistent with the policies of the PPS. Further, the section above illustrates that development on the Subject Lands would be consistent with the policies for building strong, healthy and livable communities; and therefore, that Rounding Out Area "B" is appropriate to be included in the Bolton Settlement Boundary Expansion.

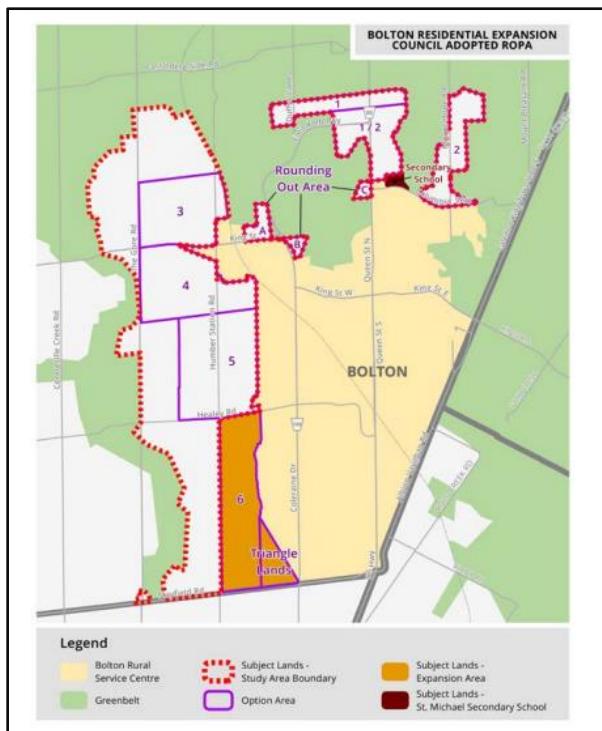


Figure 7 – Option 6 Lands per ROPA 30

Growth Plan

As discussed above, the Growth Plan creates various land use categories such as settlement areas, designated greenfield areas, and rural areas; and provides policies for development on said lands. It also directs municipalities to designate lands into the various categories listed above in their Official Plans, in order to meet the population forecasts in Schedule 3 and the density provisions in Section 2.

The Subject Lands are currently designated as Rural Lands and Greenbelt Plan Area in the Town of Caledon and Region of Peel Official Plans. As such, per the policies of the Growth Plan, any residential development of the Subject Lands (excluding those areas identified as being located within the Greenbelt Plan) as contemplated in the proposed Draft Plan of Subdivision would only be permitted if the lands were within the Settlement Area of the Town of Caledon and denoted as a Designated Greenfield.

The Town of Caledon carried out a Municipal Comprehensive Review as defined and scoped per the policies contained in Section 2.2.8 of the Growth Plan for the purposes of identifying suitable locations to support future population and employment growth. Based on their assessment and evaluation of six possible option areas, portions of the Subject Lands were identified as one of the preferred areas to expand the Bolton Settlement Area. Meridian Planning prepared a Planning Justification Report in support of a proposed ROPA to establish a new settlement area boundary for the Bolton Rural Service Centre, and reviewed Section 2.2.8 of the Growth Plan in order to demonstrate conformity with the applicable policies. The PJR further illustrates how re-development of the Subject Lands further aligns with other applicable policies of the Growth Plan and should be included in any 2041 boundary expansion.

Section 2.2.1.4 provides policies for managing growth and noted that new development should:

“support the achievement of complete communities that: ...

- c) provide a diverse range and mix of housing options, including second 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;*"

And further, Section 2.2.7 of the growth Plan provides policies for Designated Greenfield Areas. This Section notes that new development should:

- "1. ...be planned, designated, zoned and designed in a manner that:
 - a. supports the achievement of complete communities;
 - b. supports active transportation; and
 - c. encourages the integration and sustained viability of transit services."*
- "2. The minimum density target applicable to the designated greenfield area of each upper- or single-tier municipality is as follows Regio of Peel: a minimum density target that is not less than 50 residents and jobs combined per hectare."*

The proposed Settlement Boundary expansion and Draft Plan conforms to the growth management and Greenfield development policies above. The Draft Plan will provide for townhouse units in Caledon, which has a disproportionate amount of single detached units. This will provide further affordability in Bolton and Caledon. Further, the Subject Lands are within proximity to the future GO Station located to the north and west, and will therefore support provincial investment in transportation infrastructure and support public transit as a mode of choice. A Bolton Commuter Rail Service Feasibility Study was completed in 2010 and examined property requirements, environmental issues and construction cost estimates for the future GO Station. Suniya Kukaswadia, a media relations adviser for Metrolinx, has advised in February 2018 that the future GO Station project remains in the 2041 transportation plan. The density of the proposed development, being between 20-40 UPH, translates to approximately 65-130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016) and will therefore assist The Region of Peel and the Town of Caledon in meeting the minimum growth targets for Greenfield development per the Growth Plan.

As indicated above, Meridian Planning was retained to prepare a Planning Justification Report in support of a proposed ROPA to establish a new settlement area boundary for the Bolton rural Service Centre. Based on their initial reporting and analysis and a subsequent Recommendation Report was prepared (dated June 19, 2014) which endorsed the rounding-out areas and Option 3 as the most desirable and appropriate form of outward residential expansion in Bolton. Further, it was the opinion of Meridian that "*the three rounding-out areas should be included no matter which option is selected,*

unless there is a technical reason for not doing so” (Meridian Recommendation Report: Selection of Residential Expansion Area, pg. 93).

Greenbelt Plan

As discussed above in Section 4.2 of this Report both the proposed Draft Plan of Subdivision and proposed Zoning By-law Amendment are in conformance with the policies and directions of the Greenbelt Plan (2017) specifically as it relates to infrastructure and recreational uses. Please refer to said Section for further discussion with regards to Greenbelt conformance.

Region of Peel Official Plan

The Region of Peel’s Official Plan is consistent with the Policies of the PPS and conforms to the policies of the Growth Plan. As such, the Plan specifically delineates the settlement boundaries of the Region in Figure 2 and Schedule “D”. As noted above, the Subject Lands are not included within the settlement boundaries of the Region, but are instead designated Rural System, Prime Agricultural Lands, and Core Area of the Greenlands System per Schedules “A”, “B”, “D” and “D-4”.

Per the Regional OP, a majority of growth in the Rural System is to be concentrated in the Rural Service Centres. Further, both Sections 5.4.3.2.2 and 5.4.7 note that an Official Plan Amendment, supported by a Municipal Comprehensive Review, is required in order to establish new boundaries for the Bolton Rural Service Centre. As such, per the policies of the Regional OP, subdivision and development of the Subject Lands as contemplated in the proposed Draft Plan of Subdivision would only be permitted if the Lands were within the Bolton Rural Service Centre.

As mentioned throughout this Report, the Town of Caledon has undertaken an MCR which identified portions of the Subject Lands as part of the 2031 settlement area. Further, the Meridian PJR (section 4.5) provides a comprehensive summary of the how the policies of Section 7.9.2.12 (now Section 7.10.2.12 in latest consolidation) of the Regional OP have been satisfied. Therefore, it is our opinion that the Regional requirement for an MCR has been met with respect to settlement area boundary expansion for the Subject Lands excluding those portions identified within the Greenbelt Plan which have been designed to accommodate infrastructure development, passive recreational uses, restoration and existing residential dwellings. As such, this PJR further illustrates how development on the Subject Lands would be consistent with the remaining policies of the Regional OP and should be therefore be included in any 2031 boundary expansion.

Section 5.4.3 of the Regional Official Plan provides policies for Rural Service Centres. This section notes that development within the Rural Services Centres is expected to be on full services. Per the Servicing Report prepared by Candevcon, existing storm, water and sanitary systems in the vicinity of the site can be utilized to service the proposed Draft Plan, have sufficient capacity to support the proposed development and will not require Regional investment in infrastructure (local infrastructure expansion only). As such, servicing of the lands can occur in a cost efficient and logical manner, that require no extra Regional costs.

Policy 5.5.4.2.1 of the Regional Official Plan outlines the Region's minimum greenfield density target across the Region which is 50 people or jobs per hectare, whereas per Policy 5.5.4.2.2 the minimum target for Caledon is 42 residents or jobs per hectare. The Draft Plan provide for a density that is greater than both of the minimum density targets outlined in the Region of Peel Official Plan. The density of the proposed development, being between 20-40 UPH, translates to approximately 65-130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016) and will therefore assist The Region of Peel and the Town of Caledon in meeting the minimum growth targets for Greenfield development.

Section 7.3.6.2.2 of the Region of Peel's Official Plan outlines all studies that may be required as part of a ROPA application. The requirements were further refined as part of the pre-consultation meeting held on December 19, 2019 has been provided and all studies outlined therein have been completed. These studies include:

Technical Studies

- Water and Wastewater Servicing and SWM Study;
- Traffic Impact Study;
- Environmental Noise Study;
- A Comprehensive Environmental Impact Study and Management Plan (CEISMP);
- Arborist Report;
- Geotechnical Study;
- Hydrogeological Study;
- Planning Justification Report;
- Community Services and Facilities Study;
- Agricultural Impact Assessment; and,
- Healthy Development Assessment.

Further Section 7.10.2.12 highlights the requirements of an MCR when considering expansion of a Settlement Boundary. Several of these policies provide a strong justification for the development on the Subject Lands specifically as described below:

- a) *that the proposed expansion is based on population household and employment forecast contained in table 3;*

The proposed residential expansion onto the Subject Lands has been contemplated based Official Plan Amendment 226 that requires additional urban lands in order to accommodate approximately 10,348 additional people in Bolton by the year 2031 (*Meridian Planning Justification Report, pg. 4*). The identification of the lands for this allocated population growth has resulted from extensive technical analysis and background research undertaken by the Town of Caledon as part of the Bolton Residential Expansion Study (BRES).

- b) *that sufficient opportunities, as determined by the Region, are not available in the area municipality to accommodate forecasted growth for the area municipality contain in Table 3, through intensification and in designated greenfield areas”*

The Subject Lands currently house low density rural/estate residential development and are immediately adjacent to the existing built boundary. As such, they represent an underutilization of the lands. Based on their existing residential nature and adjacency to the built boundary, their development is akin to intensification rather than true Greenfield development. In contrast, the Option 6 lands are primarily large lots used for agricultural purposes, and therefore represent true and traditional Greenfield development.

- c) *the timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this plan”*

By providing for additional density in proximity to the Bolton Downtown Core, the proposed expansion would serve to heighten retail and commercial demand in the core, and would therefore support further intensification and development of a complete community in the Bolton Core. Alternatively, the Option 6 lands are immediately adjacent to the City of Brampton, and the lower density auto-oriented portions to the Bolton Rural Service Centre. As such, expansion of the Rural service centre in Option 6 would serve to further support low density auto-oriented development in north Brampton and South Bolton.

- "d) the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031;*

The proposed expansion and draft plan will make available a total of 140 units which will assist in accommodating the residential lands needs of the Region and Town to the year 2031.

- "e) conformity with Regional Official Plan;*

Based on the current policies of the ROP, the subject lands are located within the Rural System which preclude all forms of residential expansion and urban development. In accordance with the policies of the ROP, growth and development are anticipated to be accommodated within the three Rural Service Centres of Caledon, including Bolton, Mayfield West and Caledon East. Through the advancement of the BRES and ROPA 30, it is the Towns intention to have the Subject Lands, excluding the portions of lands located with the Greenbelt Plan Area, be included into the settlement boundary and to form part of the new boundary for the Bolton Rural Service Centre. Through the completion of this exercise, the subject lands and associated development will be brought into conformity the Regional Official Plan.

- "f) environmental and resource protection and enhancement including the identification of natural heritage system, in accordance with the policies of this Plan;*

An Environmental Impact Study and Management Plan was prepared by Palmer Environmental Consulting Group Inc. The CEISMP report demonstrates that the proposed development plan can be implemented to increase the extent and diversity of the natural heritage system which currently exists on the site today. Through the implementation of appropriate setbacks and buffers, compensation and restoration and enhancement measures, a net ecological gain shall be achieved resulting in an overall benefit to Caledon's natural heritage systems. Further, a Headwater Drainage Feature Assessment (HDFA) was also undertaken in support of the proposed expansions and associated proposal. The HDFA determined that the reach characteristics and existing condition of the intermittent tributary on site is not considered to be permanently flowing and there are no flow attributes and functions contributing to downstream aquatic and terrestrial habitat. These CEISMP and HDFA are discussed in further detail in Section 6 of this Report.

- "g) that there are no reasonable alternative locations which avoid Prime Agricultural Areas"*

- “h) *Impacts of a proposed settlement area boundary expansion on agricultural operations which are adjacent or close to the settlement area, and if impacts are identified, the analysis is to identify mitigation of the impacts to the greatest extent feasible.*
- “i) *Within Prime Agricultural Area there are no reasonable alternative locations on lower priority agricultural lands.*
- “j) *impacts from expanding settlement areas on agricultural operation are mitigated to the greatest extent feasible”*
- “k) *compliance with minimum distance separation formulae;*

As demonstrated in Stantec's Agricultural Impact Study, given the size of the subject lands and lack of abutting farmland, the site exhibits low agricultural priority. Additionally, the redevelopment of the subject lands will not adversely disrupt adjacent farming operations or normal farm practices. The subject lands are characteristic of an urban fringe area which has likely influenced the broader agricultural character of the area resulting in the retirement of several farming and agricultural-related operations. This is in stark contrast to the Option 6 lands which are currently used for agricultural purposes. Further, the site is not in proximity to active agricultural uses. This is in stark contrast to the Option 6 lands which will abut a variety of Agricultural uses to the north and west. The AIA and its findings are discussed in further detail in Section 6 of this Report.

I) *a fiscal impact analysis*

Watson & Associates prepared a Fiscal Impact Study (FIS) in order to assess the appropriate development boundaries and lands and to estimate the anticipated long-range fiscal impact of the Bolton Residential Expansion Study (BRES). Based on the findings of the FIS, residential expansion into ROA3, and more specifically the subject lands, would assist in realizing forecast population and employment growth while achieving fiscal sustainability by balancing service standards, service demands, and growth in assessment of local municipal tax rates and user charges that are acceptable to Caledon's taxpayers.

- “m) *the ability to provide the necessary Regional infrastructure and services... in a financially and environmentally sustainable manner”*

The Subject Lands can be serviced through local servicing infrastructure with no costs to the Region. Further, the lands are in proximity to the recently constructed Emil Kolb Parkway, and would make efficient use of this recently constructed infrastructure. Lastly, it has been noted in previous reports that the surrounding arterial road network has sufficient reserve capacity to accommodate the community.

"n) the sustainable development imperatives in Section 1.3.5 have been addressed"

As discussed above, the development of the Subject Lands would be similar to intensification rather than Greenfield development as the lands have already been developed for low density rural/estate residential uses. Further, their intensification would support retail and commercial uses in the Bolton Core, which would encourage further intensification within the existing rural service centre and thereby support development of a complete and walkable community. The proposed development has a density of 25.36 uph (inclusive of new local roads) and 35.44 uph (exclusive of local roads), and is in proximity to the future GO station, meaning its development will further support the use of public transportation as a mode choice. From an environmental perspective, the proposal respects the limits of the adjacent features and would provide adequate buffers to said features. However, at the same time, the proximity of the environmental features is a benefit, as they will provide visual and physical connection to the amenity that is the natural environment. From an economic perspective the Subject Lands can be serviced through a minor extension of existing services in the immediate vicinity.

"o) other relevant Regional interests as may be confirmed through preconsultation."

A Pre-Consultation (DART) meeting was held with the Town of Caledon in December 2019 to discuss the proposal, clarify the information required to be submitted at the time of application and confirm all applicable fees. All identified required applications and supporting materials have been submitted in accordance with the Planning Application Requirements Checklist received from Peel Region Staff, which established the requirements for the submission of a 'Complete Application'.

"p) proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan;

The proposed Settlement Area Boundary Expansion and associated residential development is located outside of the NEP, LSPP and ORMCP and is not subject to the policies and requirements of these Plans. Further, the portion of lands identified within the Greenbelt Plan are intended to accommodate the required stormwater management infrastructure, passive recreation uses, restoration and to recognize the legally existing residential uses. The subject application does not request to have the Greenbelt lands brought into the Settlement Area Boundary and these lands will retain their existing status within the Protected Countryside Designation.

"q) in determining the most appropriate location for expansions to the boundaries of settlement areas the policies of Section 2 and 3 of the Provincial Policy Statement, 2005 are applied.

All of the applicable policies of the PPS related to the proposed settlement area boundary expansion have been reviewed for compliance and conformity. Based on this evaluation, the BRES and subject application are consistent with the relevant policies of the PPS and appropriately demonstrate the need for the expansion. It was the opinion of Meridian that "*the three rounding-out areas should be included no matter which other option is selected*" based on a number of evaluation criteria established during the BRES process. Further detailed analysis of the PPS is contained in Section 4.1 of this Report.

The proposed amendments can be considered a minor adjustment to recognize the existing urban context. As demonstrated above, the Town of Caledon has undertaken an MCR which satisfies the requirements of the Region of Peel for Settlement Area expansion, and said analysis included the Subject Lands. As such, expansion of the Bolton Rural Service Centre to include the Subject Lands would conform to the Region's Official Plan. Further, the section above illustrates that development on the Subject Lands is strongly supported by the policies in Section 7.10.2.12 which direct expansion to areas that can be easily serviced, support intensification and existing infrastructure, and protect prime agricultural lands.

Peel 2041 Growth Allocation & Growth Management OPA

Further, it should be noted that the 2019 Growth Plan was approved by the Province with population projections to 2041. The Region of Peel has subsequently prepared a Draft Regional Official Plan Amendment to bring the Regional Official Plan in conformance with the Growth Plan. The Draft ROPA provides for an additional 44,000 people in Caledon by 2041; which will require further expansion of the Bolton Residential Area. Accommodating an additional 44,000 residents will require additional boundary expansion. Based on the review of Regional policies above as well as the conclusions of MCRs completed by the Planning Partnership and Meridian Planning, the Subject Lands, if the lands are not included in the 2031 expansion, they should be included in the 2041 expansion. Further supporting this position is the fact that the proposed density of the project meets the Region's proposed minimum Greenfield target of 80 people and jobs per hectare. Lastly, if the lands are included in the 2041 expansion, these matters should be addressed through the current Tribunal process.

Town of Caledon Official Plan

The Town of Caledon's Official Plan was last updated in 2006. The Town is currently undertaking an Official Plan Review in order to establish a new community vision for future change and development as well as ensure consistency with Provincial policies and conformity to the Growth Plan (2019) and Region of Peel Official Plan which is currently under review. The current plan sets out land use patterns and delineates the various settlement area boundaries including the Bolton Rural Service Centre as illustrated on Schedule "C" – Bolton Land Use Plan. As noted above, the Subject Lands are not included within the Bolton Rural Service Centre, but are instead designated Prime Agricultural Area, and Environmental Policy Area per Schedule "C".

Per the policies of the Town's Official Plan lot creation in Prime Agricultural Areas is generally discouraged and growth is to be directed to the rural service centres. As such, subdivision and development of the Subject Lands as contemplated in the proposed Draft Plan of Subdivision would not conform to the policies of the in effect Official Plan. Further, per policies contained in Section 4.2.3 an Official Plan Amendment and an MCR are required in order to expand the boundary of the Bolton Rural Service Centre, the requirements for which are outlined in Section 4.2.3.3.1. As such, in order to support development on the Subject Lands, an MCR and Official Plan Amendment are required.

As mentioned previously, the Town of Caledon has undertaken such a review and has identified portions of Subject Lands as part of the 2031 settlement area. Further, the Meridian PJR provides a comprehensive summary of the how the policies of Section 4.2.3 of the Caledon Official Plan have been satisfied. Therefore, the requirement for an MCR has been satisfied. As such, this Section of the PJR:

- (1) demonstrates that, at a minimum, Rounding Out Area "B" should be included in the Settlement Boundary Expansion for residential purposes as these lands are more appropriate for expansion than those lands contained in Option 6;
- (2) illustrates that development on the Subject Lands, excluding the portions of lands identified as located within the Greenbelt Plan, as proposed in the enclosed Draft Plan of Subdivision would conform to the Environmental Policies of the Town's Official Plan; and,
- (3) illustrates that the density and form of the development on the Subject Lands as proposed in the Draft Plan of Subdivision would assist the Town in meeting its Growth Plan targets.

Rounding Out Area "B" should be included in the Settlement Boundary Expansion

Section 4.2.3.3.1 of the Official Plan provides a specific list of considerations and criteria for evaluating Settlement Area Boundary Expansions. Several of these policies

demonstrate that Rounding Out Area “B”, is an appropriate location and choice for Settlement Boundary Expansion. These policies are highlighted and analyzed below

- “c) The potential impact of the expansion on the function and character of the community including those lands in neighbouring municipalities;”*

The Subject Lands are currently comprised of rural/estate type residential uses. The proposed redevelopment of the lands would represent a modest form of intensification of the existing residential land uses. The Option 6 lands are comprised of large-lot agricultural land uses, and urban expansion into this area would be indicative of large-scale greenfield development and represents a more pronounced change in land use. The existing character of Caledon is strongly tied to its agricultural past and rural and semi-urban landscape. Therefore, the expansion into the Option 6 lands would appear to have a greater impact on the character and cultural heritage of the community of Caledon. As such, the proposed intensification of the Subject Lands is more consistent with the policy objectives listed above.

- “d) The expansion is a logical and contiguous addition to the existing settlement;”*

The Subject lands are immediately adjacent to the built boundary of Bolton and are surrounded by environmental land uses on all other sides. As such they represent a logical and efficient rounding out and boundary clean-up of the existing Bolton Settlement Boundary. To the contrary, the Option 6 lands remain largely surrounded by Prime Agricultural lands to the north and west with little to none non-farm settlements.

- “e) The ability to provide the necessary Regional infrastructure and services including Regional and local transportation infrastructure, water and wastewater servicing in a financially and environmentally sustainable manner;”*

The Subject Lands can be serviced through a minor extension of the existing services in the immediate vicinity of the site. There will be no net impact to the Region or Town, but rather, the proposed development will optimize the use of existing infrastructure and services and assist DC programs and overall cashflow. Further, the lands are in proximity to the recently constructed Emil Kolb Parkway, and would make efficient use of this recently constructed transportation corridor. It has also been noted in previous reports that the surrounding arterial road network has sufficient reserve capacity to accommodate the proposed increases in traffic generated by the proposed development and it will have minimal impact on existing traffic operations and conditions. Lastly, the site is located in proximity to the future planned GO train station to the north and west.

- "g) Sufficient opportunities as determined by the Region to accommodate forecasted growth contained in Section 4.2.4 of this Plan through intensification and in designated Greenfield areas are not available in Caledon;"*
- "n) The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the Regional and municipal intensification and density targets;"*

The Subject Lands are currently comprised of low density rural/estate residential development and are immediately adjacent to the existing built-up boundary. From a practical standpoint, the redevelopment of the Subject Lands represents a logical, scaled and orderly expansion of urban development. In contrast, the Option 6 lands consist predominantly of large agricultural plots currently utilized for farming and farming related uses and operations. The redevelopment of the Option 6 lands is analogous of land-consumptive land use patterns of development which would result in a net loss of valuable agricultural assets and potential destabilize the planned function of the broader agricultural area.

It is also expected that the development of the Subject Lands will reinforce and promote intensification within the Bolton Core. By providing for additional density in proximity to the Bolton Downtown Core, the proposed expansion would serve as a catalyst to strengthen retail and commercial demand in the Core, which could promote other spinoff development, redevelopment, infill and expansion or conversion of existing buildings in the Core. Alternatively, the Option 6 lands are located immediately adjacent to the City of Brampton, and the lower density/auto-oriented portions of the Bolton Rural Service Centre. As such, expansion of the Rural Service Centre via the Option 6 lands would serve to exacerbate low density, auto-orientated development in northern Brampton and southern Bolton and potentially influence future populations to travel elsewhere (i.e. Brampton) for goods, services and amenities.

Lastly, the Option 6 lands are located in close proximity to the potential GTA West Corridor. In accordance with Provincial direction, Municipalities are encouraged to plan for appropriate employment lands in order to ensure the long-term economic prosperity of the City and Region. Lands adjacent to 400 series highways are often identified as appropriate locations for employment lands based on their need for transportation service to support 'just in time' product delivery and facilitate the efficient movement of goods. As such, the selection of the Option 6 lands could limit opportunities to provide for future employment lands in strategic areas in the long term. hinder the appropriate expansion of Greenfield employment lands in Caledon going forward. Not only would residential development in the Option 6 lands preclude traditional employment development on these lands, it would also adversely affect the future viability and or identity of other employment areas. provide a significant constraint to providing for further employment lands in close

proximity based on compatibility concerns. Considering that one of the primary goals of the GTA west Corridor is to improve the goods distribution network throughout the Region, limiting the availability of large sized employment area sites conflicts with the direction of the Province with respect to infrastructure investment and does not conform to the policies of the PPS and Growth Plan, nor the Regional or Local Official Plan.

- "h) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and reasonable alternative locations on lands with lower priority in the Prime Agricultural Area;"*
- "o) Mitigation of impacts of settlement area expansions on agricultural operations which are adjacent to or close to the settlement area to the greatest extent feasible;"*

As demonstrated through the MCR process, due to historical fragmentation of the site and pressures from encroaching urban development. the Subject Lands no longer exhibit high agricultural priority. This is in stark contrast to the Option 6 lands which are currently used for agricultural purposes and farming operations. Further, the Subject Lands are not surrounded by active agricultural operations mitigating existing and/or potential land use conflicts. To the contrary, the expansion of the Option 6 lands may pose significant constraints from a land compatibility perspective in recognition of MDS requirement and the challenges associated with locating highly intensive residential uses within an area surrounded by farming activities and operations.

Draft Plan Conformance to EPA policies

Per the Caledon Official Plan portions of the site are designated Environmental Protection Area and are within the boundaries of the Greenbelt Plan.

Per Section 3.2.5 of the Caledon Official Plan new development within the following features is generally prohibited (subject to the policies contain in Section 5.7): Woodlands, Wetlands, Valley and Stream Corridors.

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

"The uses permitted in EPA shall be limited to: legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and

Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure.”

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

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

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

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

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

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

Density, Development Form & Growth Plan Targets

Per Caledon's Official Plan (Section 4.2.2), Greenfield areas shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare to 2031. However, this requirement was based on the previous Growth Plan's minimum greenfield requirement of 50 people and jobs per hectare. The 2017 Growth Plan is now in effect and stipulates a minimum of 80 people and jobs per hectare as the requirement for Greenfield density.

The townhouse and apartment units provided in the proposed Draft Plan will result in a net residential density between 20-40 UPH, which translates to approximately 65 -130 people per hectare (assuming 3.28 people per household per Hemson Growth Forecast Assumptions Table 22 from Dec. 2016). As such, the proposed development will assist the Region and Town in meeting its minimum growth targets per the policies of the 2019 Growth Plan and therefore conform to the intent of Official Plan policy.

Further, as mentioned above, the development of the Subject Lands will support further retail and commercial intensification of the Bolton Core, which in turn will support the creation of a more complete and walkable community.

6.0 Affordable Housing

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

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

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

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

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

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

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

- 3.5.3.6.1 *The Town will endeavor to facilitate applications that would provide affordable housing for moderate- and lower-income households.*
- 3.5.3.6.2 *The Town may consider allowing single-room occupancy accommodation, such as rooming and boarding houses, and secondary/garden suites, as a form of affordable housing, subject to the adoption of detailed policies.*
- 3.5.3.6.3 *The Town will work in collaboration with the Region of Peel to streamline the planning and building permit approval processes to facilitate affordable housing projects.*
- 3.5.3.6.4 *Along with the Region of Peel and other local municipalities, the Town will advocate to the Province to provide municipalities with the*

authority to implement inclusionary zoning as one of the tools for the provision of affordable housing in new development.

- 3.5.3.6.5 *Along with the Region of Peel and other municipalities, the Town will endeavor to advocate to the Federal and Provincial governments to provide greater economic incentives and funding for affordable housing projects.*
- 3.5.3.6.6 *As an incentive to encourage affordable housing in new development, redevelopment and intensification, as per Section 37 of the Planning Act, zoning by-laws may be passed to authorize an increase in height and/or density of the development that would not otherwise be allowed by the Zoning By-law. This provision is subject to the Town developing detailed implementation guidelines and protocols for implementing Section 37 of the Planning Act.*
- 3.5.3.6.7 *The Town will consider giving priority to selling or lease surplus municipal properties for the development of affordable housing, where consistent with the goals, objectives and policies of this Plan.*
- 3.5.3.6.8 *The Town shall consider reviewing its development standards with the objective of identifying and implementing appropriate opportunities to support and facilitate affordable housing.*

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

The proposed boundary expansion and associated development contemplates the construction of 25 street townhouse blocks containing a total of 140 units. The proposal will contribute to achievement of the minimum targets of market affordable ownership while assisting in maintaining the available supply and mix of housing in the Region and Town. Further, the proposed development introduces a diverse housing form to the area, which predominantly consists of low-density single detached dwelling units, at a greater density than what currently exists and at a more affordable market price. The proposal appropriately aligns with the applicable policies related to affordable housing as it seeks

to expand upon the existing range of housing densities and types in order to promote diversity within settlements and accommodate all sectors of the population by improving accessibility and promoting ownership.

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

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

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

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

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

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

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

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

7.0 Supporting Studies

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

- Geotechnical Investigation, prepared by Soil Engineers Ltd.;
- Slope Stability Assessment, prepared by Soil Engineers Ltd.;
- Hydrogeological Investigation, prepared by Palmer Environmental Consulting Group Inc.;
- Environmental Impact Study and Management Plan, prepared by Palmer Environmental Consulting Group Inc.;

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

Cultural Heritage Landscape and Built Heritage Resource Assessment

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

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

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

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

Stage 1 Archaeological Assessment

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

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

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

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

Financial Impact Study

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

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

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

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

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

Our review of the Watson fiscal impact model indicated that analysis of residential expansion options in the three (3) proposed rounding out areas was limited in scope and narrowly defined. Rather, the Watson Report focused their analysis on preferred residential expansion Options 1 and 3 given their location, size and broader implications in terms of their capital funding/operating costs and revenue/tax impacts.

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

It is our understanding that based on the findings of the Fiscal Impact Study, residential expansion into ROA3, and more specifically the subject lands, would assist in realizing forecast population and employment growth while achieving fiscal sustainability by

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

Retail Market Demand Analysis

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

Kircher's research included an inventory of all retail and related service space located in the Town as well as a License Plate Survey at the main retail areas in Bolton, in order to determine local capture rates and inflow of retail volume from beyond the Bolton urban area. Similarly, to the Fiscal Impact Study prepared by Watson and Associates, their analysis focused on two distinct geographic areas that have been identified as alternative options to accommodate the expected population growth (Option 1 and 3 as defined in the Bolton Residential Expansion Study).

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

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

Land Needs Analysis

The Town of Caledon Population and Employment Forecasts and Allocations Study, 2006 was prepared in 2006 order to document the development and evaluation of a number of alternative population and employment forecasting options for the Town of Caledon for the 2031 planning horizon and the distribution of the forecasts among the three Rural Service Centres: Bolton and the surrounding South Albion Area, Mayfield West and Caledon East and the Village. The recommended population and employment forecasts and allocations were incorporated into Caledon's Provincial Policy Conformity exercise, culminating in Caledon Council's adoption of OPA 226.

OPA 226 is being implemented by Caledon through a series of settlement area boundary expansions including the BRES. An expansion to the Bolton settlement area boundary is required in order to accommodate the growth forecasts for Bolton contained in OPA 226. The update growth and boundary expansion was required due to the decrease in population attributed to Mayfield West (from 10,348 to 10,081) resulting in an increase in the population allocated to Bolton from 10,348 to 10,615.

The Report indicates that the increase in the population allocated to Bolton did not result in the need for additional land area, since there were also increases to the size of the Bolton Employment Expansion area (from 198 to 200 ha) and the Mayfield West residential and employment land area from 206 to 208 hectares. Further, the combination of the reduction in Mayfield West population and increase in land area, also reduced the planned density for Mayfield West. As a result, the required minimum density for BRES increased from 68 to 71.5 people and jobs (population related) per hectare and the land area requirement was reduced from 190 hectares to 185 hectares. It is noted that the 185 hectares would be net of any natural heritage features.

Planning Justification Report

A Planning Justification Report was prepared by Meridian Planning support of the Bolton Residential Expansion Study (BRES) and a proposed Regional Official Plan Amendment to establish a new settlement area boundary for the Bolton rural Service Centre. This purpose of the report was to provides an assessment and evaluation in the context of the growth management policies and criteria set out in the PPS, Growth Plan, Regional OP and Caledon OP's. The Report provides planning analysis and justification for the residential expansion in Bolton in accordance with good planning and demonstrates compliance and conformity with applicable land use planning policy documents.

The overall intent of the BRES is to implement OPA 226 which projects a total population of 39,898 people for the Bolton Rural Service Centre by 2031. On this basis, it was determined that 190 hectares of additional urban land in Bolton is required to accommodate the forecast growth.

The Report demonstrated that, the MCR conducted by Caledon specifically addresses the requirements of all approved senior government policy documents including the PPS, Growth Plan, and Regional OP, as updated through the Peel Region OP Review. All of the relevant and applicable policies in the PPS, Growth Plan, Regional and Caledon OP's, related to the proposed Bolton (2031) Residential Expansion, have been reviewed for compliance and conformity. It is the opinion of Caledon staff and Meridian Planning Consultants that the proposed Bolton (2031) Residential Expansion Area is consistent with these policy documents.

It was the opinion of Meridian Planning Consultants that the proposed expansion into preferred Option 3 and the Rounding out areas, including the subject lands, was determined to be consistent with the Provincial Policies and was seen to conform to the Growth Plan for the Greater Golden Horseshoe, as well as the Region of Peel Official Plan and Town of Caledon Official Plan with respect to policies pertaining to intensification, transit-supportive development, compact urban form, compatibility and infrastructure.

In summary, the expansion of Bolton's settlement area to include the rounding-out areas and Option 3 represents a desirable and appropriate form of outward expansion and opportunities exist to provide for population and employment growth within these areas in order to take advantage of their location immediately adjacent to existing development and access to the necessary regional and local transportation infrastructure, water and wastewater servicing and local amenities and public services.

Additionally, we have further evaluated our proposal with respect to our additional lands located in the Greenbelt Plan and which form part of the overall redevelopment scenario. We continue to find that the type of development proposed in these areas generally conforms to the applicable land use policies of the Province, Region and Local municipality and is considered to be appropriate form of development for these lands.

Agricultural Impact Assessment

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

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

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

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

Environmental Impact Study and Management Plan

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

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

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

Noise Impact Study

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

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

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

Traffic Impact Study

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

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

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

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

Headwater Drainage Feature Assessment

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

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

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

Functional Servicing and Stormwater Management Report

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

Existing Drainage Area

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

Water Supply

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

Sanitary Servicing

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

Stormwater Management

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

Hydrogeological Assessment Report

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

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

- The study area is located within the South Slope physiographic region, characterized by silty clay loam sediments of the Halton Till. On a regional scale, the Halton Till acts as an unconfined aquitard, limiting groundwater recharge and discharge;
- Based on well response tests, the calculated geometric mean hydraulic conductivity value of the silty till is 6.1×10^{-6} m/s;
- Groundwater quality is considered typical for the area and shows an exceedance in PWQO criteria for total iron and total aluminum related to high TSS in the groundwater sample;
- Based on groundwater monitoring, shallow groundwater levels are expected to be encountered between 0.12 mbgs to 8.71 mbgs, and deep groundwater levels range from 11.35 mbgs to 29.12 mbgs;
- The lack of surface waterflow in late season, combined with the downwards hydraulic gradient indicates that the watercourse located at the northwest corner of the site is predominantly runoff supported;

- Following development and assuming that no LID measures are implemented, a decrease in infiltration by approximately 5,179m³/yr. and an increase in runoff by approximately 27,385 m³/yr. across the site is expected; and,
- If LID measures are incorporated into the development plan, the overall change in infiltration at the site following development would not change, and runoff would increase by 113%

Geotechnical Investigation Report

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

The results of their study indicated the following:

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

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

Slope Stability Study

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

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

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

1. The prevailing vegetative cover must be maintained. If for any reason the vegetation cover is removed, it must be reinstated to its original, or better than original, protective condition;
2. The leafy topsoil cover should not be disturbed;
3. Grading of the land adjacent to the slope must be such that concentrated runoff is not allowed to grain onto the slope face;
4. No development is permitted to be conducted near the top of slope including, but not limited to; saturation from frequent watering of potential landscape features, stripping of topsoil and/or vegetation, dumping of loose fill and material storage of the slope

Community Design Plan

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

8.0 Community Services and Facilities Study and Community Infrastructure Needs Evaluation

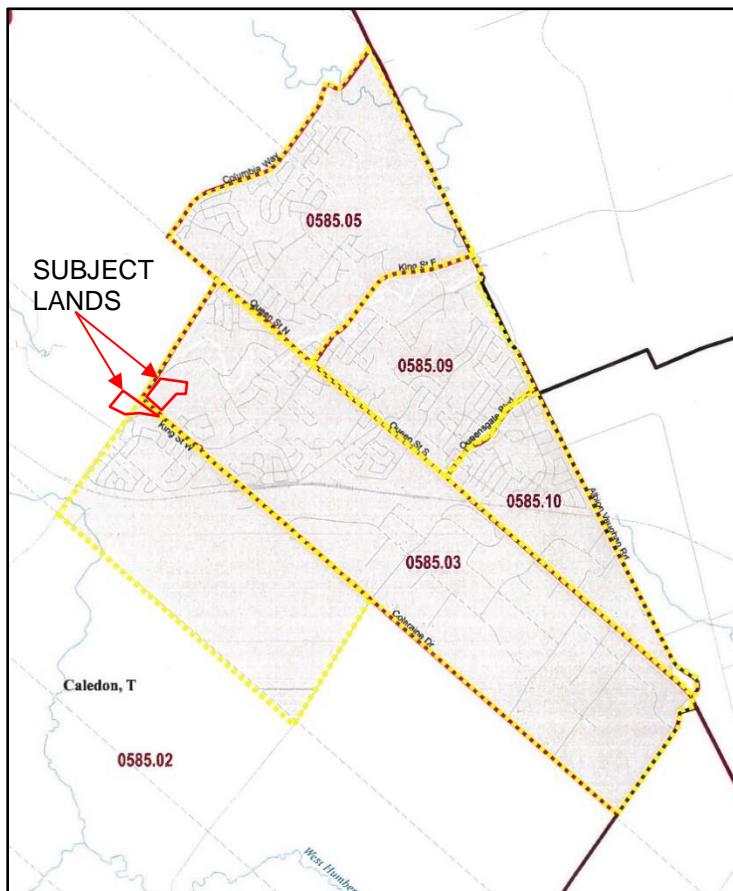
The Community Services and Facilities Study and Community Infrastructure Needs Evaluation was completed by HPGI herein to demonstrate that there is sufficient community services and facilities in proximity to the Subject Lands to service the proposed development. This analysis supports the discussions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

services and facilities. Section 7.3 provides an analysis of the same in relation to the development proposal.

8.1. Demographic Data

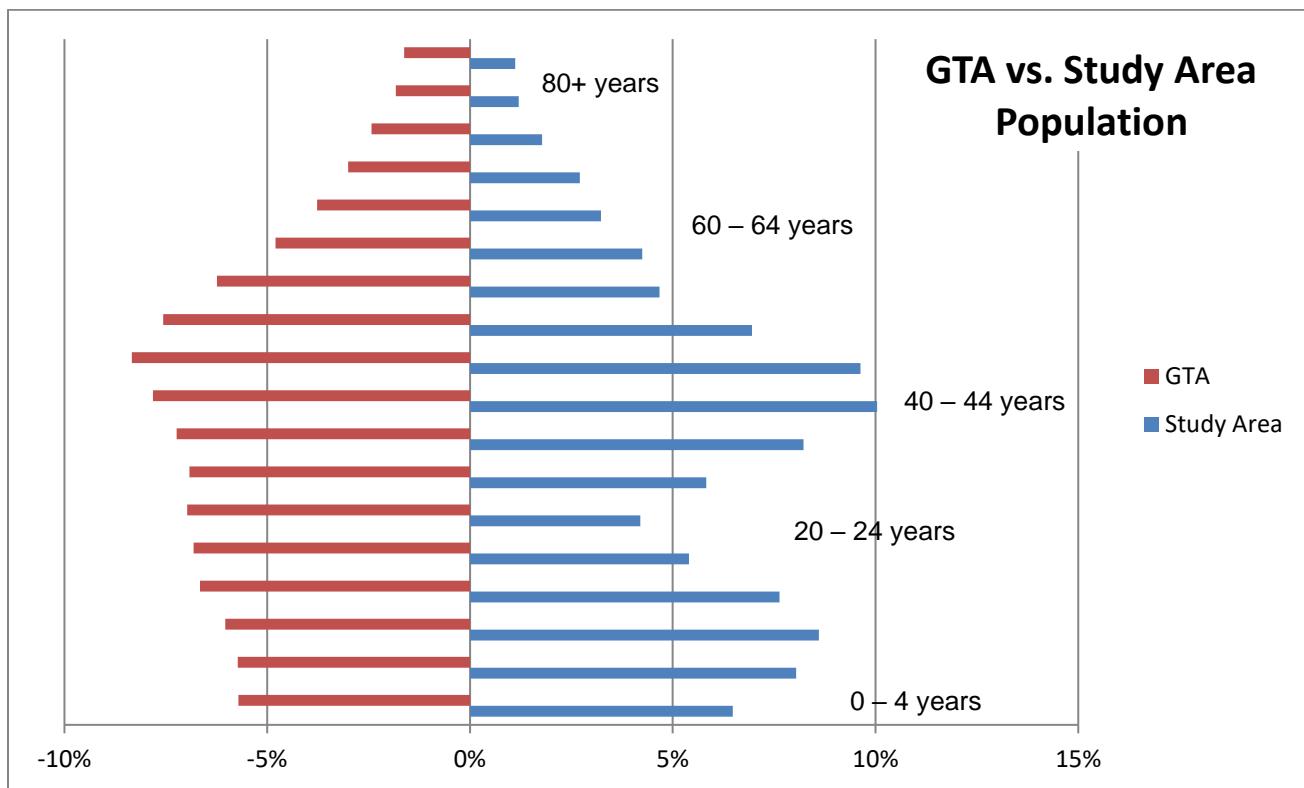
Statistics from the 2011 Canadian Census were used to create a demographic profile for the Bolton community. The selected Study Area is defined by Census Tracts 0585.02, 0585.03, 0585.05, 0585.09, and 0585.10 (as seen in the image below). Census Tract 0585.02 was included to incorporate statistical data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

Figure 7 – Community Services and Facilities Study Area



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

	585.02	585.03	585.05	585.09	585.10	Study Area	Caledon	GTA
Demographics								
Popn. 2011	6,362	5,532	7,460	5,914	4,268	29,536	59,460	5,583,064
Popn. 2006	5,976	5,396	7,228	5,977	4,118	28,695	57,050	5,113,149
Popn. growth rate (2006 to 2011)	4.7%	2.5%	3.2%	-1.1%	3.6%	2.6%	4.2%	9.2%
Area (Km ²)	4.10	8.18	4.06	2.50	1.95	20.79	688.15	5,905.71
Area (ha)	410.0	818.0	406.0	250.0	195.0	2,079.0	68,815	590,571
Density (ppl/ha)	15.27	6.76	18.37	23.66	21.89	14.16	0.86	9.45
Median Age	36.0	40.1	36.5	39.9	35.9	37.7	40.4	38.6
% of the popn. aged 15 and over	75.1%	79.8%	77.1%	79.2%	72.1%	76.7%	80.1%	82.5%
# of census family persons	5,875	4,920	6,950	5,485	4,055	27,285	54,670	1,529,240
# of persons not in census families	425	530	410	355	215	1,935	4,305	830,025
% of People in Census Families	92%	89%	93%	93%	95%	92%	92%	83%
Average ppl/census families	3.2	3.1	3.3	3.3	3.3	3.2	3.2	3.1
Average children at home/ census family	1.3	1.3	1.5	1.4	1.5	1.4	1.3	1.2
Average persons in private households	3.2	2.9	3.3	3.2	3.3	3.2	3.1	2.8
Housing Stock								
Single Detached Housing	78.0%	74.0%	81.7%	83.8%	69.2%	77.2%	85.2%	41.3%
Apartment, building more than 5 storeys	0.0%	4.7%	0.0%	0.0%	0.0%	0.9%	0.4%	27.4%
Semi-detached house	15.0%	5.8%	9.5%	8.0%	6.5%	9.0%	5.4%	7.7%
Row House	6.0%	6.3%	4.9%	3.6%	23.8%	5.5%	4.5%	8.9%
Apartment, duplex	1.3%	3.7%	1.8%	1.9%	0.0%	3.0%	1.8%	4.1%
Apartment, building less than 5 storeys	10.0%	6.3%	2.0%	3.0%	0.0%	4.3%	2.5%	10.5%
Percentage Other single-attached house	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%



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

8.2. Community Services and Facilities Data

8.2.1 General Community Facilities

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

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

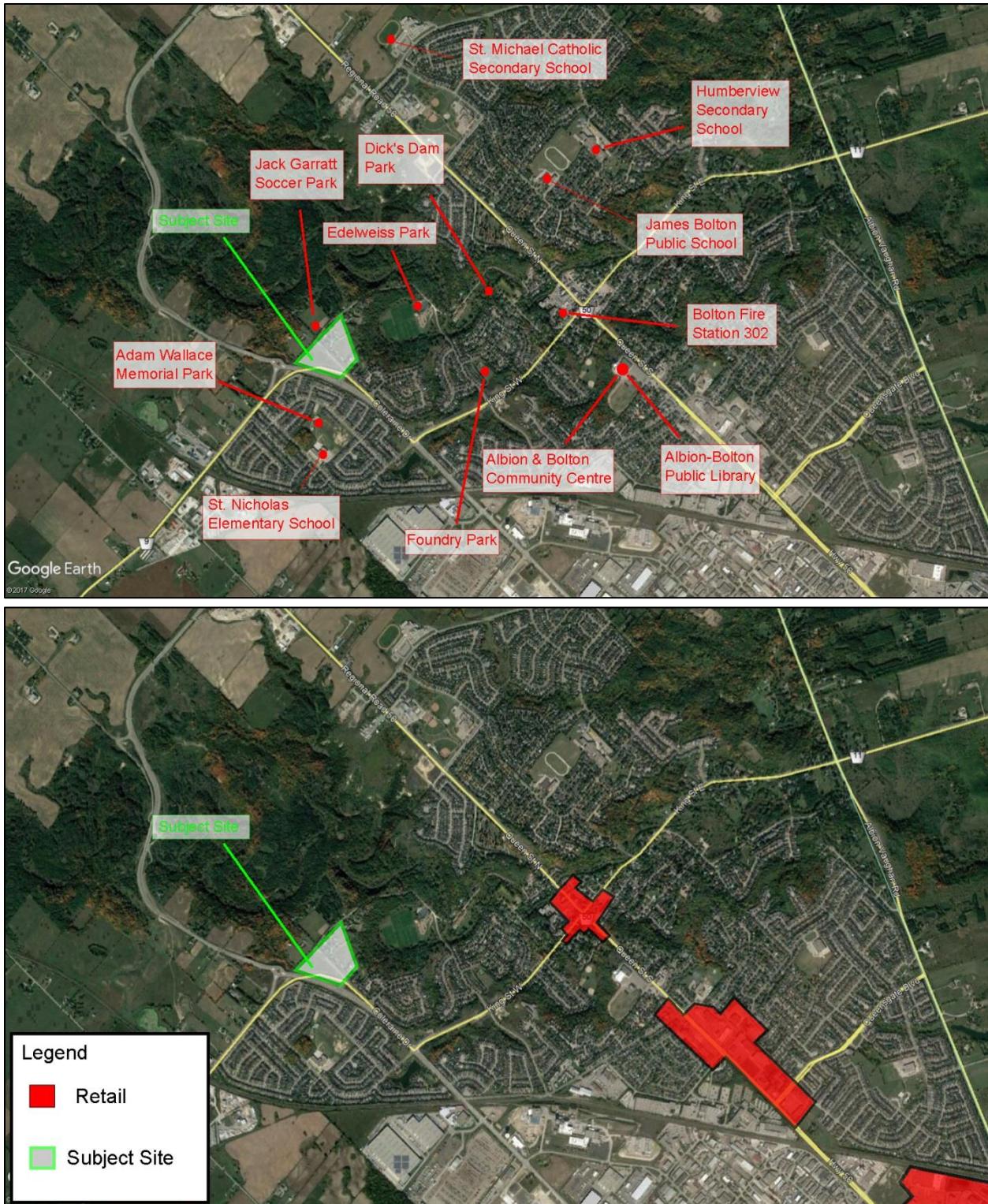


Figure 8 – Location of Community Facilities & Retail

8.2.2 Schools

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

Peel District School Board - Annual Planning Document 2016/17																	
Elementary School		Grades	Occupied Portables	Ministry Rated Capacity	Sept. 2016 Actual	Enrolment Projection											
						2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
James Bolton	Fr. Imm.	1-5	0	596	280	286	306	318	330	348	354	352	349	346	318		
	Eng	K-5			233	234	256	276	277	294	301	299	297	296	294		
	Total				513	520	562	594	607	642	655	651	646	642	612		
Elwood Memorial		K-5	0	504	410	417	436	411	413	430	436	432	429	428	426		
Allan Drive Middle School	Ext. F.I.	7-8	0	629	69	82	81	77	76	83	71	64	61	53	52		
	Fr. Imm.	6-8			187	181	162	153	157	156	159	168	185	193	193		
	Eng.	6-8			321	315	288	307	309	297	280	277	299	310	306		
	Total				577	578	531	537	542	536	511	509	544	556	552		
TOTAL			0	1,729	2,590	2,613	2,622	2,673	2,711	2,786	2,767	2,752	2,810	2,824	2,753		
<hr/>																	
Secondary School		Program	Occupied Portables	Capacity	Sept. 2016 Actual	Enrolment Projection											
						2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
Humberview	Ext. Fr. Imm.		2	1,437	54	61	64	70	70	74	73	75	69	69	62		
	Fr. Imm.				176	167	253	336	418	488	503	497	474	456	455		
	Regular				890	950	1,061	1,222	1,316	1,445	1,688	1,815	1,877	1,980	2,060		
	VOC				61	66	66	71	76	80	85	87	88	88	88		
TOTAL			2	1,437	1,181	1,264	1,444	1,699	1,879	2,087	2,349	2,474	2,508	2,593	2,665		
<hr/>																	
Dufferin – Peel Catholic District School Board – 2013 Long Term Accommodation Plan																	
Elementary School																	
Education Service Area (ESA)		Recommendation	Year 1 2013/ 2014	Year 2 2014/ 2015	Year 3 2015/ 2016	Year 4 2016/ 2017	Year 5 2017/ 2018	Year 6 2018/ 2019	Year 7 2019/ 2020	Year 8 2020/ 2021	Year 9 2021/ 2022	Year 10 2022/ 2023	Year 11 2023/ 2024	Year 12 2024/ 2025	Year 13 2025/ 2026	Year 14 2026/ 2027	Year 15 2027/ 2028
CE23: Bolton, Palgrave Estates		Overall enrolment is stable: will monitor															
<hr/>																	
Secondary School																	
Education Service Area (ESA)		Recommendation	2013/ 2014	2014/ 2015	2015/ 2016	Year 4 2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028
CS13: Caledon		Overall enrolment is stable: will monitor															

Figure 9 – School Enrollment Statistics

8.2.3 Transportation

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

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

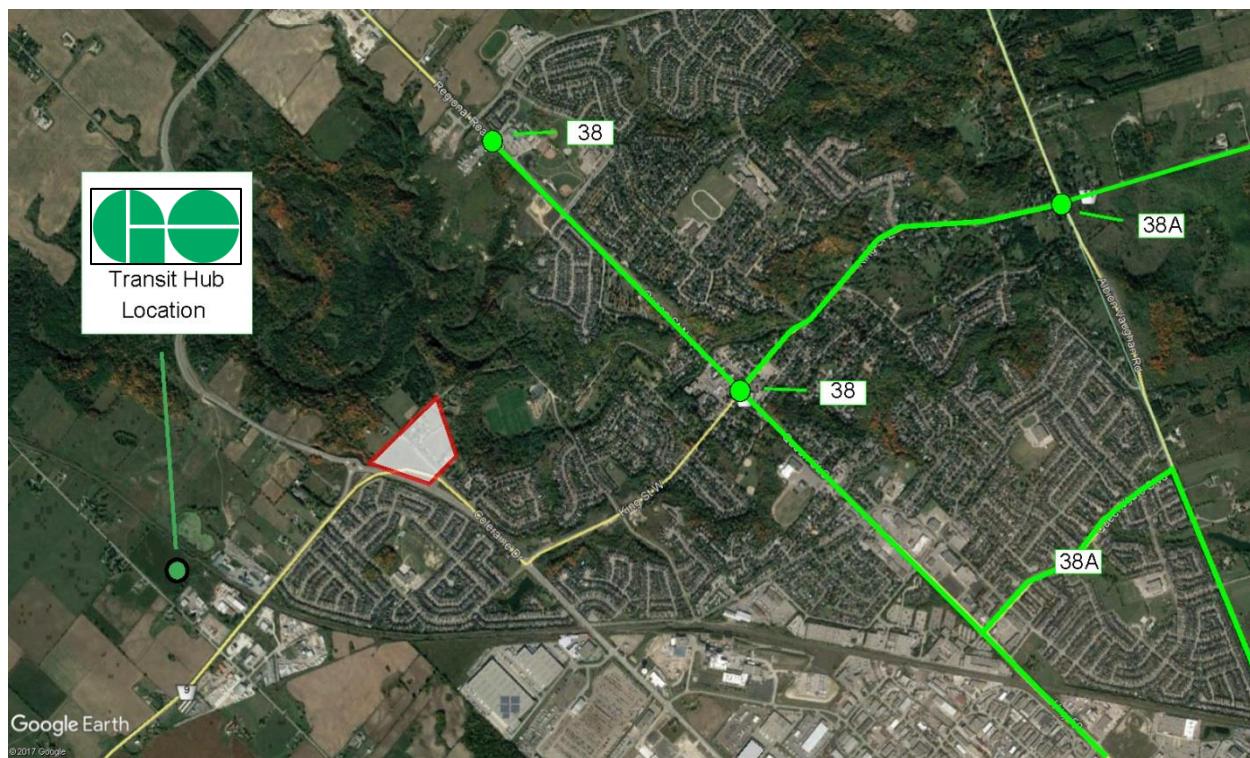


Figure 10 – GO Bus Route Map

8.3. Analysis & Conclusion

7.3.1 Demographics and Built Form

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

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

8.3.2 Retail and Commercial Services

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

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

7.3.3 Education and Recreation Infrastructure

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

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

8.3.4 Transportation Infrastructure

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

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

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

8.3.5 Conclusion

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

9.0 Healthy Development Assessment

As required through Policy 7.3.6.2.2 of the Region of Peel's Official Plan a Healthy Development Assessment has been completed for the Plan of Subdivision proposed on the Subject Lands in accordance with the Region's Healthy Development Framework. The Healthy Development Assessment Chart has been completed and submitted with the planning applications. An overall score of 36 out of 50 has been achieved which represents 72%, and considered to be a Silver Score.

10.0 Conclusion

As outlined in this Report, an MCR, which met all relevant criteria, was prepared by the Town of Caledon, and that said MCR supported Settlement Expansion on the Subject Lands. It has also been demonstrated in this Report, through the review of the Provincial, Regional, and Town policies for Urban Boundary Expansion, that the Subject Lands are an appropriate location for settlement boundary expansion; a conclusion which was also reached by Meridian Planning and The Planning Partnership in 2 separate and independent reports commissioned by the Town and Region respectively.

On this basis, the requested private amendment to the Regional and Local Official Plans to include the Subject Lands within the Settlement Area, which is now permitted through the Growth Plan 2019 for such policies that have already been significantly advanced, is

appropriate and represents good planning. Likewise, the proposed Zoning By-law Amendment to support development as provide in the Draft Plan of Subdivision is appropriate and represents good planning.

Signed by,



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