

Meeting Date: April 19, 2022

Subject: Proposed Official Plan Amendment Application, Humphries Planning Group on behalf of Zancor Homes, Emil Kolb Parkway, Glasgow Road and Chickadee Lane, Wards 4 and 5

Submitted By: Dan Currie and Aleah Clarke, MHBC on behalf of Development and Design, Planning Department

RECOMMENDATION

That no further notice is required to be provided on the proposed Official Plan Amendment; and,

That the By-law attached as Schedule “C” to Staff Report 2022-0173 be enacted to adopt Official Plan Amendment No. 265 to expand the Bolton Settlement Area, redesignate the subject lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential and Environmental Policy Area, and establish site specific policies related to building form, densities and developable area, to permit the development of a residential plan of subdivision.

REPORT HIGHLIGHTS

- Applications for Official Plan Amendment (POPA 2020-0001), Draft Plan of Subdivision (21T-20001C) and Zoning By-law Amendment (RZ 2020-0004) were submitted by Humphries Planning Group on behalf of Zancor Homes on May 29, 2020 and January 6, 2021 and deemed ‘complete’ by staff on January 12, 2021.
- The applications support the development of a residential plan of subdivision consisting of a single detached dwelling, 151 townhouses units, existing residential lots, one stormwater management block, open space blocks, a restoration area block, a vegetation protection zone block, new roads and a road widening along Glasgow Road.
- Through Regional Official Plan Amendment No. 30 (ROPA 30), the lands were recently included in the Bolton Rural Service Centre settlement area in the Region’s Official Plan.
- The Official Plan Amendment application proposes to bring the lands into the Settlement Area of Bolton, redesignate the lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential and Environmental Policy Area and establish site specific development policies.
- The related Zoning By-law Amendment application proposes to rezone the lands to facilitate the development and will be brought forward to Committee and Council for a decision at a later date.
- A statutory Public Meeting was held on June 1, 2021 in accordance with the requirements of the *Planning Act*.
- The proposed amendment is consistent with Provincial policies and conform to Provincial, Regional and local planning policy documents.
- Planning staff recommends that Council adopt the draft Official Plan Amendment, attached as Schedule “C” to this report.

DISCUSSION

The purpose of this Report is to recommend that Council adopt the proposed Official Plan Amendment to redesignate the property to permit the development of a residential plan of subdivision.

Subject Lands

The subject land is located at 0 Emil Kolb Parkway, 550 Glasgow Road, 600 Glasgow Road, 615 Glasgow Road, 13935 Chickadee Lane, 13951 Chickadee Lane, 13977 Chickadee Lane and 13999 Chickadee Lane, in Bolton. The lands are located on the east side of Emil Kolb Parkway, adjacent to Chickadee Lane and Glasgow Road. See Schedule “A” – Location Map, attached. The property is 10.04 ha (24.81 ac) in size. The lands are currently occupied by rural residential dwellings, vegetated environmental policy areas and open fields. Lands to the north are occupied by Jack Garratt Soccer Park and open space surrounding the Humber River. Lands to the east are occupied by open space and Edelweiss Park, as well as rural residential dwellings. The lands to the south and west are residential subdivisions. Please see Schedule “B” – Aerial Photograph, attached.

Proposed Development

On May 9, 2020 and January 6, 2021, the Town of Caledon received proposed Official Plan Amendment (POPA 2020-0001), Draft Plan of Subdivision (21T-20001C) and Zoning By-law Amendment (RZ 2020-0004) applications from Humphries Planning Group Inc. on behalf of Zancor Homes (Bolton) Ltd. for the subject lands. The applications were deemed complete on January 12, 2021.

The applications support the development of a residential plan of subdivision consisting of a single detached dwelling, 151 townhouses units, existing residential lots, one stormwater management facility, open space blocks, a restoration area block, a vegetation protection zone block, new roads and a road widening along Glasgow Road. See attached Schedule “D” Proposed Draft Plan of Subdivision.

The Official Plan Amendment application proposes to:

- Expand the Rural Service Centre of Bolton;
- Redesignate the subject lands from Prime Agricultural Area and Environmental Policy Area to Medium Density Residential and Environmental Policy Area;
- Create site specific permissions for the Medium Density Residential designation to ensure that:
 - The limits of development will respect the environmental policies in the Official Plan and the results of approved environmental studies;
 - The maximum height for single detached dwellings to be 3 storeys;
 - The maximum height for townhouse dwellings to be 4 storeys;

- The net density for the lands will be within the range of 30 and 40 units per hectare (exclusive of public rights of way, Environmental Policy Area and Open Space Policy Area).

See attached Schedule “C”, draft Official Plan Amendment.

Both the Draft Plan of Subdivision and Zoning By-law Amendment continue to be under review by the Town and agencies. At this time, the Town and Region of Peel continue to have concerns related to the Draft Plan of Subdivision’s stormwater management strategy, grading, water servicing, sanitary sewer servicing, parkland dedication, capacity and delay issues related to traffic generated by the site, road geometry, multi-use path connections, and noise mitigation. Draft Plan Approval of Subdivisions is delegated to staff and therefore, once the above-noted matters are addressed and the application is satisfactory, staff will work to issue draft plan approval subject to conditions (including notifying interested parties).

The related Zoning By-law Amendment proposes to rezone the lands to facilitate the development and will be brought forward to Committee and Council for decision at a later date. At this time, the Town continues to have concerns related to the site specific permissions proposed through the Zoning By-law Amendment.

Planning Review

Documents that have been considered by the Town in its review of the proposed applications include the Provincial Policy Statement, 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020, the Greenbelt Plan, 2017, the Region of Peel Official Plan, the Town of Caledon Official Plan and Comprehensive Zoning By-law 2006-50. Supporting technical studies and reports as well as comments and recommendations provided by internal departments, external review agencies and the public also informed the review of these applications.

Provincial Policy Statement, 2020 (PPS, 2020)

The PPS, 2020, contains policies with respect to promoting efficient development and land use patterns in order to create healthy, livable and complete communities while providing for an appropriate range of housing types and densities to meet requirements of current and future residents. The PPS, 2020 directs growth to settlement areas as per Section 1.1.3.1. In accordance with Sections 1.1.1, 1.1.3.2, 1.4, 1.8 and 2.1, the proposed Official Plan Amendment will apply a land use designation that will allow efficient use of land and municipal services on existing underdeveloped lands in the settlement area, and will allow for development that contributes to a range and mix of residential units in Caledon while protecting open space blocks. The proposed Official Plan Amendment will allow for development that will contribute to meeting the Town’s intensification target. The proposed Official Plan Amendment protects the existing natural heritage features through measures

recommended by the supporting environmental study including implementation of buffers protected within the Environmental Policy Area designation. The proposed Official Plan Amendment is consistent with the Provincial Policy Statement, 2020.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan, in conforming to the PPS, 2020, contains similar, although refined, policy direction to the PPS, 2020. The lands are located within the delineated Designated Greenfield Area of the Growth Plan. The Growth Plan also directs development to settlement areas that have existing or planned municipal water and wastewater systems and can support the creation of complete communities (Section 2.2.1). The proposed Official Plan Amendment will allow for residential development in a designated settlement area with existing infrastructure to support it. The Growth Plan established minimum density targets for new development in Designated Greenfield Areas. The minimum density target for Designated Greenfield Areas in the Region of Peel is a minimum of 50 residents and jobs combined per hectare, measured over the entire Designated Greenfield Area. The proposed Official Plan Amendment will allow for development that contributes to the Town and Region's density target on lands within the designated settlement area and in an area that can utilize existing municipal water and wastewater services. The proposed Official Plan Amendment conforms to and is consistent with the Growth Plan.

The Greenbelt Plan, 2017

The lands subject to the development are partially located within the Greenbelt Plan; however, the Official Plan Amendment does not propose to redesignate any lands within the Greenbelt Plan.

The Greenbelt Plan builds on the policy direction of the PPS, 2020 by identifying where urbanization should not occur in order to protect the agricultural land base and natural features, areas and functions. The Greenbelt Plan seeks to permanently protect a broad band of land within southern Ontario against loss and fragmentation of the agricultural land base, and natural heritage and water resource systems, while providing for a range of economic and social activities associated with rural communities and building resilience to and mitigating the impacts of climate change. The lands subject to the development are partially located within the Greenbelt Plan Area, more specifically the portion of the lands within the Greenbelt Plan are located on the north side of Glasgow Road and east of the proposed Official Plan Amendment area. The proposed Official Plan Amendment will designate the lands that are within the settlement area and outside of the Greenbelt Plan to Medium Density Residential. The proposed Official Plan Amendment conforms to and is consistent with the Greenbelt Plan.

Region of Peel Official Plan

Through the approval of Regional Official Plan Amendment 30 (ROPA 30) the subject lands were added to the designated settlement area of Bolton and the Region of Peel Official Plan now designates the subject property as Bolton Residential Expansion Area

Settlement Area 2031 within the Rural Service Centre of Bolton on Schedule 'D', Regional Structure.

The Region's Official Plan also provides for specific policies directing area municipalities to include more detailed objectives and policies in the local municipal official plans. Section 5.4.2.6 requires that development is consistent with the provincial plans, and regional and local official plans. The proposed amendment will allow for development that contributes to the range and mix of residential land uses (Section 5.4.3). As per Section 2.1, the proposed Official Plan Amendment protects the existing environmental features located on the property. The Region has confirmed that there is sufficient water and sanitary services to support medium density development and has also advised that Regional staff have no concerns with the proposed Official Plan Amendment application. The proposed Official Plan Amendment conforms to the Region of Peel Official Plan and will bring the Town's Official Plan into conformity with the Regional Official Plan.

Town of Caledon Official Plan

The Town of Caledon Official Plan designates the subject property Prime Agricultural Area and Environmental Policy Area outside of the settlement boundary of the Rural Service Centre of Bolton on Schedule 'C', Bolton Land Use Plan.

The proposed Official Plan Amendment seeks to redesignate the lands to Settlement Area (Rural Service Centre) of Bolton, to conform to the Region of Peel's Official Plan designation. The Amendment also seeks to apply land use permissions to the lands by establishing a Medium Density Residential designation to permit townhouse units at a specified density and height. The amendment also refines the boundary of the Environmental Policy Area designation to protect the environmental features and associated buffers.

The Town's Official Plan promotes compact urban forms within the designated greenfield area that better utilizes infrastructure and services, is compatible with land use patterns and enhances the community character of the settlement area (Sections 3.5, 4.1, 4.2 and 5.10.3). The proposed Official Plan Amendment will allow for development at a net density range of 30 to 40 units per hectare, supported by existing infrastructure and contributing to the existing character of the area. The Amendment will also establish maximum heights, being 3 storeys for single detached dwellings and 4 storeys for townhouse dwellings.

The Official Plan contains greenfield objectives (Section 4.2.2) which seek to optimize the use of Designated Greenfield Area and to achieve compact urban forms within Designated Greenfield Area. In addition, the housing policies (Section 3.5) recognize the need to create a diverse range and mix of housing types, densities and tenures to assist in meeting the needs of the residents. Section 5.10.3.10 of the Official Plan identifies that land uses and proposed development is to be compatible with or enhance the community character of the settlement, being compatible with land use patterns, densities, road systems, parks, open spaces and streetscapes. Moreover Section 5.10.3.14 states that residential

intensification will generally be permitted in settlements where the subject site or building can accommodate the form of development proposed and compatibility with surrounding community, the existing and planned services in the community can support the additional households and the potential demand for the type of housing can be demonstrated. The proposed Official Plan Amendment will allow for development that will help provide a range and mix of housing types that utilize existing infrastructure and public facilities, providing a medium density built form that is under represented in the area.

Pursuant to Sections 3.2.4 of the Town's Official Plan, the applicant submitted an Environmental Impact Study in support of the application which determined the limits of the natural feature and identified mitigation measures. A buffer from the limit of the Environmental Policy Area lands has been implemented to protect the features. The entirety of the feature and the buffer will be designated and zoned to restrict the uses on these lands and protect the features. The Environmental Policy Area lands will be transferred into public ownership and can be dedicated to the Toronto and Region Conservation Authority (TRCA); however, should the TRCA not wish to own the lands, staff will bring forward a report to Council to seek permission to obtain the lands. This report can be prepared separately, or through the future staff report related to the Zoning By-law Amendment for the subject lands.

Staff is of the opinion that the proposed amendment conforms to and is in keeping with the intent of the Town's Official Plan.

Town of Caledon Zoning By-law 2006-50

The subject property is zoned Agricultural (A1), Open Space (OS) and Environmental Policy Area 2 Zone (EPA2) by Zoning By-law 2006-50, as amended. The applicant has submitted a related Zoning By-law Amendment which continues to be reviewed and will be brought forward to Committee and Council for a decision at a later date.

Consultation

Notice of Application

In accordance with the *Planning Act*, a Notice of Application was placed in the Caledon Enterprise and Caledon Citizen on January 21, 2021. In addition, the Notice was mailed to all landowners within 120 m (393.7 ft) and placed on the Town's website. Signs were posted on the property on February 19, 2021.

Agency and Department Review

The proposed amendment was circulated to external agencies and internal departments for review and comment. No objections to the proposed Official Plan Amendment were received.

Residents Meeting

A Residents Meeting (Virtual Meeting) was held on April 29, 2021. Notice of this meeting was mailed to not only all landowners within 120 m (393.7 ft) but also an expanded notice area. The Notice was also placed on the Town's website.

Public Meeting

In accordance with the *Planning Act*, a Notice of Public Meeting was placed in the Caledon Enterprise and Caledon Citizen on May 6, 2021. In addition, the Notice was mailed to not only all landowners within 120 m (393.7 ft) but also an expanded notice area. The signs were updated with the public meeting date and time on May 14, 2021. The Notice was also placed on the Town's website.

A statutory Public Meeting was held on June 1, 2021 in accordance with the requirements of the *Planning Act*. The following questions and comments were raised at the Public Meeting and/or received during the processing of these proposed amendments:

Question/Comment	Response
There was concern over the Glasgow Road Bridge and the capacity of Glasgow Road to accommodate the additional pedestrians, cyclists and vehicular traffic.	<p>Town Engineering staff are undertaking the Glasgow Road capital project to access required road improvements and opportunities to integrate active transportation infrastructure on Glasgow Road.</p> <p>Town of Caledon Fire and Emergency Services Department Staff have confirmed that fire apparatus and paramedic units are able to cross the single lane bridge on Glasgow Road.</p> <p>A traffic impact study was completed by GHD and submitted as part of the planning applications to the Town. The study determined minimal traffic increase on Glasgow Road between Chickadee Lane and Deer Valley Drive, and therefore the single lane bridge was not assessed in the updated TIS.</p>
Questions related to the Glasgow Road reconstruction project were raised relating to the project timing, cost and scope.	<p>The Glasgow Road Reconstruction project is required as a result of current conditions, not the proposed development.</p> <p>The Town has retained the consulting engineering firm of Chisholm Fleming & Associates to undertake the planning and detailed design of the necessary road improvements to Glasgow Road between Chickadee Lane and Deer Valley Drive. The original scope of the design work focused on the rehabilitation of the existing roadway. More</p>

	<p>recently, the Town has expanded the planning of the project to include the addition of an active transportation facility along Glasgow Road within the limits of the project and along Deer Valley Drive. The time frame for the design exercise is currently being redefined based on the expanded scope of work but is expected to take approximately nine to twelve months to complete.</p> <p>The planning and design exercise for this road project will follow the requirements of the Municipal Class EA process. The specific schedule of Class EA for this project will be selected after the full scope of the work has been better defined.</p> <p>The proposed Glasgow Road improvements are primarily funded from Development Charges. Zancor will be required to pay Town Development Charges in the usual manner.</p>
Concerns over traffic and parking associated with Jack Garret Soccer Park were raised.	Jack Garret Soccer Park does not form part of the development area. These comments will be considered during the Glasgow Road improvements project.
There was concern related to the overall influx of traffic in the area and road safety.	<p>A traffic impact study was completed by GHD and submitted as part of the planning applications to the Town. The Study analyzed the development's future impact on the surrounding road network. The study was later updated to respond to comments from Town Engineering staff related to analysis of the traffic impact on Glasgow Road for vehicular traffic and active transportation users. The study determined minimal traffic increase on Glasgow Road between Chickadee Lane and Deer Valley Drive, and therefore the single lane bridge was not assessed in the updated TIS.</p> <p>A traffic signal will be installed at the intersection of Chickadee Lane and Emil Kolb Parkway once it is warranted.</p> <p>Town Transportation staff have requested the applicant to recommend mitigation measures for any forecasted operational issues at the Chickadee Lane and Emil Kolb Parkway intersection prior to the signal being warranted.</p>

Concerns were raised related to whether there would be a traffic signal at the intersection of Chickadee Lane and Emil Kolb Parkway, and how it would be financed.	Based on the analysis received, traffic signals are not currently warranted at the intersection of Emil Kolb Parkway and De Rose Avenue, and the Region will not be installing traffic signals at this time. The Region will be taking securities for the construction of traffic signals from the developer, along with a Traffic Signal Maintenance fee and will monitor the intersection until such time that signals are warranted to be installed.
Concerns were raised related to the deer crossings on Glasgow Road.	The planning and design exercise for the Glasgow Road project will follow the requirements of the Municipal Class EA process. The specific schedule of Class EA for this project will be selected after the full scope of the work has been better defined.
There was concern that the additional population in the area will overload the existing trails and parks in the surrounding area. There were also questions about the provision of new trails and play structures as part of the proposed development.	<p>The applicant has proposed a trail system on the north end of the property.</p> <p>Parkland will not be provided as part of the proposed development, but the applicant will be required to pay 5% cash in lieu of parkland dedication in accordance with the <i>Planning Act</i>.</p>
A concern was raised that buffers to the limits of the protected countryside were not being applied consistently across the site.	The Greenbelt Plan requires buffers adjacent to key natural heritage features or key hydrologic features within the Greenbelt Plan Boundary. Block 15 is not within 30 metres of key natural heritage features or key hydrologic features, and is outside of the greenbelt Plan area, therefore the Greenbelt Plan does not require a buffer. There is no required buffer to the boundary of the regulation area of the Green Belt Plan.
Questions were raised as to whether an Environmental Assessment was done and whether the areas deer population was considered. There were also concerns over increased runoff and	An Environmental Impact Study was conducted on the subject site and submitted with the application to the Town. The Comprehensive Environmental Impact Study and Management Plan is posted on the project webpage under the "Material Submitted" tab. The study included field investigations which assessed wildlife habitat to determine the limits of development. The site's pre and post-development water balance results were also analyzed in the study.

impacts on the surrounding forest area.	
Concerns were raised that the increased population from the development would put stress on schools.	Both the Peel District School Board and The Dufferin-Peel Catholic District School Board were circulated for comment on the subject development applications. Comments were received from both School Boards and neither of the boards objected to the proposed development.
Questions were raised as to whether the subject lands are outside of the Rural Service Centre.	The subject lands were brought into the Bolton Rural Service Centre through the amendment to the Bolton Rural Service Centre Boundary by ROPA 30, as approved by the (then) Local Planning Appeal Tribunal in November 2020. As such, the lands are already designated through the Region of Peel Official Plan for residential development. The Town's Official Plan must conform to the Regional Official Plan and this application will assist with conformity.
Questions were raised as to how noise, dust and vibration would be managed during construction.	At this stage in the development process, a construction management plan has not yet been provided to Town staff. The construction management plan will be required through the processing of the plan of subdivision and will need to include information related to noise, dust and vibration and will be subject to Town Staff's approval.
Concern was raised over the deterioration of the existing concrete wall along De Rose Avenue backing onto Emil Kolb Parkway and a petition was submitted in support of the demolition of the existing wall and the construction of a new sound wall in its place.	The current noise issues for existing dwellings backing onto Emil Kolb Parkway is an existing condition, separate from the proposed development, as such it will need to be addressed separately from the subject applications.
Questions were raised as to whether there had been any assessment of the increased noise in the area due to increased traffic and population.	A noise impact study was conducted by Candevcon Limited and submitted as part of the planning applications to the town.

Questions were raised as to whether the proposed development would be subject to increased development charges since the subject lands were recently added to the Bolton Rural Service Centre.	Most properties in the Town are subject to the Town Wide development Charges and the same applies to these lands. The recent inclusion of the subject lands in the settlement area boundary does not impact their development charges. The required rehabilitation of Glasgow Road is based on existing conditions and is not required as a direct result of the proposed residential plan of subdivision.
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Petition

The Town has received a petition with 110 signatures from various locations in Canada. The petition was received in response to the Noise Impact Study submitted in support of the proposed plan of subdivision and posted on the Town's. The petition identifies concerns related to the deteriorating noise wall along De Rose Avenue backing onto Emil Kolb Parkway and supports of the demolition of the existing wall and the construction of a new sound wall in its place. This noise wall is not within the proposed limits of development of the application. Please see Schedule "F" – Petition, attached.

No Further Notice or Public Meeting

Since the Public Meeting, through the processing of the Official Plan Amendment, minor refinements to the application have occurred related to mapping and language used in the Amendment. Staff is of the opinion that the clarifications are minor and maintain the intent of the application and therefore request that Council confirm that no further notice or a Public Meeting is required.

FINANCIAL IMPLICATIONS

Address Identifier	Tax Roll Number	Legal Description
0 Emil Kolb Parkway / 0 King Street W	010.007.21400.0000	ALBION CON 5 PT LOT 10 RP 43R35776 PARTS 3 4 AND 7
550 Glasgow Road	010.008.13900.0000	CON 6 ALB PT LOT 10 RP
600 Glasgow Road	010.008.13700.0000	CON 6 ALB PT LOT 10
615 Glasgow Road	010.008.13500.0000	ALBION CON 5 PT LOT 10 RP 43R35776 PARTS 3 4 AND 7
13935 Chickadee Lane	010.003.13700.0000	CON 6 ALB PT LOT 10
13951 Chickadee Lane	010.003.13800.0000	CON 6 ALB PT LOT 10
13977 Chickadee Lane	010.003.13900.0000	CON 6 ALB PT LOT 10 RP 43R20614 PART 1

13999 Chickadee Lane	010.008.13510.0000	CON 6 ALB PT LOT 10
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Properties listed above are currently assessed as Residential (total \$9.8 million CVA). The Town's share of taxes levied, based on current value assessments is approximately \$52,000. As at March 24, 2022, the property tax account for each property is determined to be current.

If the proposed development (includes 154 residential dwellings) were to proceed as planned, the property's taxable assessment value would change to reflect the developments that would have taken place.

Development Charges will be levied at the Residential rates that were in place on the date when the rezoning application was deemed complete, i.e. **January 11, 2021**. Those rates were:

Town of Caledon: (a) \$31,315.35 per single detached dwelling; and (b) \$23,840.98 per townhouse dwelling.

Region of Peel: (a) \$53,083.06 per single detached dwelling; and (b) \$43,489.23 per townhouse dwelling. Effective February 1, 2016, the Region of Peel began collecting directly for most hard service development charges (i.e. water, wastewater and roads) for residential developments, at the time of subdivision agreement execution.

Go-transit: (a) \$581.30 per single detached dwelling. That rate also applied to per townhouse dwelling.

School Boards: (a) \$4,572 per any residential unit.

Interest on Development Charges outlined above will apply for the period January 12, 2021 through to the date on which those charges will be received by the Town and are not included in the rates outlined above.

The Development Charges comments and estimates above are as at March 24, 2022 and are based upon information provided to the Town by the applicant, current By-laws in effect and current rates, which are indexed twice a year. For site plan or rezoning applications dated on or after January 1, 2020, Development Charges are calculated at rates applicable on the date when an application is determined to be complete; and are payable at the time of building permit issuance. Interest charges will apply for affected applications. For site plan or rezoning applications dated prior to January 1, 2020, Development Charges are calculated and payable at building permit issuance date. Development Charge by-laws and rates are subject to change. Further, proposed developments may change from the current proposal to the building permit stage. Any estimates provided will be updated based on changes in actual information related to the construction as provided in the building permit application.

COUNCIL WORK PLAN

Sustainable Growth: Pursue intensification in concert with accessibility and public transit, Caledon GO Station and other transit hubs

Connected Community: Preserve heritage and natural areas

Improved Service Delivery: Build and maintain parks and green spaces

ATTACHMENTS

Schedule A: Location Map

Schedule B: Aerial Map

Schedule C: Proposed Official Plan Amendment

Schedule D: Proposed Draft Plan of Subdivision

Schedule E: Agency and Department Comment Sheet

Schedule F: Petition