

Staff Report 2019-66

Meeting Date: Tuesday, May 21, 2019

Subject: Proposed Zoning By-law Amendment; Brookfield Residential (Ontario) Bolton Limited, 50 Ann Street

Submitted By: Mary Nordstrom, Senior Planner, Development, Community Services

RECOMMENDATION

That the By-law attached as Schedule “C” to Staff Report 2019-66 be enacted to amend Comprehensive Zoning By-law 2006-50, as amended, to rezone the subject lands to implement the proposed development;

That applications for minor variances for the lands as identified in Schedule “A” attached to Staff Report 2018-66, be permitted prior to the second anniversary of the passing of any implementing Zoning By-law Amendment, pursuant to Section 45 (1.4) of the Planning Act; and

REPORT HIGHLIGHTS

- Applications for Zoning By-law Amendment (RZ 17-05) and Site Plan Control Approval were filed by Brookfield Homes Ontario Inc. on May 11, 2017 and deemed complete by the Town of Caledon staff on May 19, 2017.
- Three revised submissions have since been filed in March, 2018, September, 2018 and March, 2019 to address staff, agency and resident concerns.
- The applicant is proposing to rezone the property from Institutional (I) to Multiple Residential 616 (RM-616) and Environmental Policy Area 1 (EPA-1) to permit a 5-storey, 73-unit residential condominium building with indoor and outdoor amenity space with 73 resident parking spaces in one level of underground parking and 7 visitor parking spaces provided at grade.
- The development is proposed to be serviced by full municipal services and accessed via Ann Street.
- A Construction Management Plan has been provided that addresses road safety and a communication plan to provide neighbouring properties with monthly construction update letters with timelines, expected construction activity, resident concerns, mitigation strategies and emergency contact information.
- A formal Public Meeting was held on April 3, 2018 in accordance with the requirements of the Planning Act.
- The application complies with the governing Provincial, Regional and Local planning policy documents.

DISCUSSION

The purpose of this report is to provide planning rationale in support of staff's recommendation for the enactment of the proposed Zoning By-law Amendment.

Subject Lands

The subject lands are located on the west side of Ann Street, north of King Street West in the Bolton Core (see Schedule "A" – Location Map). The property, municipally known as 50 Ann Street, measures approximately 0.36 ha (0.89 acres) in area and is presently vacant of any buildings following removal of a one-storey institutional building (Bolton Alliance Church/Bolton Event Hall) in late 2016.

The site has been actively undergoing a remediation procedure after soil and groundwater samples exceeded regulated standards. On April 26, 2019 the Ministry of Environment, Conservation and Parks issued a Record of Site Condition for the proposed residential use. Accordingly, the site condition meets the provincial standards for the proposed residential use.

The lands contain a sloped woodland feature at the rear of the property. The property is within the regulated limits of the Toronto Region Conservation Authority (TRCA) and the woodland feature is identified as a forest within the TRCA's Terrestrial Natural Heritage System.

The Town's Official Plan for the Bolton Core Secondary Plan Area designates the subject lands High Density Residential. The Zoning By-law zones the subject lands as Industrial (I).

The lands are located within the Humber River watershed and identified as a "Special Policy Area" (SPA) by the Ministry of Natural Resources and Forestry (MNR) and Ministry of Municipal Affairs (MMA) and subject to the Bolton Special Policy Area policies within the Town of Caledon's Official Plan.

Surrounding land uses include (see Schedule "B" – Aerial Map):

North: River's Edge Condominium Building; Humber River

South: King Nursing Home; Sterne Street

East: Ann Street; Municipal Parking Lot

West: Single Detached Residential; Sackville Street

Proposed Development

The purpose of the proposed Zoning By-law Amendment (attached as Schedule "C") is to create and permit a 5 storey, 73-unit residential condominium building comprised largely of 1 and 2-bedroom units with 73 resident parking spaces provided in a one-level underground structure and 7 surface-level visitor parking spaces. Indoor and outdoor residential amenity areas are provided at the ground level as well as an outdoor amenity area on the rooftop.

A Site Plan Application (SPA 17-35) was filed concurrently with the application. The conceptual site plan, perspectives and cross-sections attached as Schedule “D” illustrates key concepts of proposed development.

Planning Review

Documents that have been considered by the Town in its review of the subject applications include the Provincial Policy Statement 2014, Places to Grow, Region of Peel Official Plan, the Town’s Official Plan, and Zoning By-law 2006-50, as amended. 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 (PPS), 2014

The Provincial Policy Statement (“PPS”) contains policies of provincial interest to promote efficient development and land use patterns and achieve healthy, liveable and safe communities.

The proposed development represents an efficient land use pattern that supports an appropriate form of housing to meet the requirements of current and future residents in Bolton’s Downtown Core (1.1.1, 1.1.3.1, 1.1.3.2, 1.1.4.1). In accordance with the PPS, the development is an example of intensification that accounts for the existing building stock and better utilizes existing and planned infrastructure, relying on municipal sewage and water services, the preferred form of servicing for settlement areas (1.1.3.3., 1.6.6.2).

The subject lands are located within the Regulatory Floodplain of the Humber River and may be subject to flooding events during major storm events. The PPS generally directs development outside of flooding hazard areas unless a Special Policy Area has been approved. The Bolton Core, including the subject lands, is within an approved Special Policy Area. Development is permitted provided no change or modification is proposed to the official plan policies, land use designations or boundaries, unless approved by the Province. The proposed development does not require an amendment to the Official Plan of Caledon and as such, meets the intent of the Special Policy Area policies.

In accordance with Section 3.2.2, the lands have been assessed for contaminants in the land and water and successfully remediated to support the proposed use.

The subject lands abut a sloped woodland feature at the rear of the subject property. The forest is identified within TRCA’s Terrestrial Natural Heritage System (TNHS). An Environmental Impact Study has been submitted that demonstrates the proposed development has been set back from the toe of slope and has minimized encroachment into the dripline of the woodlot such that no long-term ecological effects are expected for the wooded slope. The development will not affect the Humber River Valley corridor. The proposed Zoning By-law Amendment proposes an Environmental Policy Area zoning to protect the sloped woodlot. The TRCA has no objections to the proposed rezoning.

After reviewing the material submitted with the application, staff is of the opinion that the proposed development is consistent with the 2014 PPS.

A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019)

On May 16, 2019 A Place to Grow came into effect (“Growth Plan”), replacing the Growth Plan for the Greater Golden Horseshoe that took effect on July 1, 2017. All decisions made after May 16, 2019 must conform to this Growth Plan. The intent of the Growth Plan is to promote complete communities within a compact built form that make better use of existing infrastructure and services.

The vast majority of growth is to be directed to settlements with a delineated built boundary, have existing or planned municipal water/wastewater systems and that support the achievement of complete communities (2.2.1). The Growth Plan establishes a minimum intensification target of 50% each year following approval of the municipal comprehensive review (2.2.2). The proposed development contributes to the Town’s intensification target by providing desirable growth on full municipal services within the built up area of Bolton.

A diverse range and mix of housing choices are needed to achieve minimum intensification and density targets (2.2.6). The development of complete communities with active transportation options will reduce greenhouse gas emissions as per the Climate Change policies of the Growth Plan. The proposed development will contribute to a range of housing options in the downtown core with convenient access to a range of commercial and employment land uses, thereby promoting active transportation and a vibrant public realm.

The proposed development represents an efficient use of land and infrastructure on a previously underutilized (now vacant) parcel within the built-up area of Bolton. Its built form and style is complimentary to the historic village character and contributes to an attractive, vibrant and pedestrian-supportive neighbourhood. The proposed development conforms to the Growth Plan.

Region of Peel Official Plan

The proposed development is located within the Rural Service Centre of Bolton as shown on Schedule “D” of the Region of Peel Official Plan.

Section 5.4.3.1.4 identifies Rural Service Centres as providing opportunities for a wide range of land uses and community services and Section 6.3.2.1 requires full municipal services to accommodate growth in the Urban System to 2031. The proposed development contributes to a mix of housing types in a mixed use area of Bolton on full municipal services, as demonstrated by the applicant’s Functional Servicing Report.

The Region of Peel has no objection to the proposed applications.

Town of Caledon Official Plan

The subject lands are located within the 2021 settlement boundary of the Rural Service Centre of Bolton wherein the Town’s Official Plan promotes residential intensification

within the built up area that better utilizes infrastructure and services, is compatible with land use patterns and enhances the character of the community character (4.2 and 5.10.3). The proposed development is an example of desirable intensification that can be supported by existing infrastructure and is of high quality design that is both sensitive to and contributes to the historical character of Downtown Bolton.

The Town's Official Plan encourages new development to offer a diverse mix of housing types and tenures that target and support residents of different income groups, accessibility and life stages (3.5). The proposed development achieves these policy objectives by enhancing the range of housing forms in downtown Bolton in terms of tenure (condominium), unit size and accessibility.

The Official Plan emphasizes a commitment to a high standard of urban and community design in planning for higher density residential areas (3.1.3.7.1); the proposed development is meeting these criteria by:

- Protecting the feature at the rear of the property in an ecologically compatible manner;
- Optimizing existing public services and infrastructure;
- Providing access between residential and employment areas;
- Ensuring compatibility with existing uses through careful consideration of design and development-related impacts such as traffic and shadowing.

Pursuant to the Planning Act, Section 6.2.12 of the Official Plan requires conveyance of parkland, or cash in lieu thereof as a condition of development for residential purposes. The Official Plan sets a rate of 5% of the land being developed or 1 hectare per 300 dwelling units, whichever is the greater of the two. For this development, cash in lieu of parkland would be at the rate of 1 hectare per 300 units totaling \$560,249.98.

The applicant has requested a reduction to Cash in Lieu ("CIL") of Parkland in part due to recent changes to the Planning Act that prescribe a rate of 1 hectare per 500 units, this will reduce the CIL payable to \$336,611.10 in accordance with the Planning Act..

Town of Caledon Official Plan – Bolton Core Secondary Plan

The subject lands are located within the Bolton Core Area, a well-defined village located on the floodplain of the Humber River Valley. The majority of the Core, including the subject lands lies within a Special Policy Area. The Bolton Special Policy Area was established to allow flexibility to floodplain management policies to protect the economic and social viability of the Bolton's Core area. All new structures are to be protected from flooding to the Regulatory floodline or, where this level of protection is not achievable, then to the 1:500 year flood. Flood proofing measures have been reviewed through the concurrent Site Plan Approval process to the satisfaction of the Town and TRCA. Through the condominium approval process, the Town and TRCA will ensure a satisfactory flood warning and evacuation system is in place for the development. The proposal provides for appropriate intensification while minimizing potential flood impacts.

The subject lands are designated High Density Residential and intended to contain a broad mix and range of housing types, including apartments. The proposed development achieves key objectives of the Secondary Plan, including providing additional housing units within a well-designed built form sensitive to the village character and in close proximity to retail functions to strengthen the economic base within the Core.

The proposed development satisfies the detailed policies of the Bolton Core Secondary Plan, including the following:

- At a density of 1.97 times the area of the lot (exclusive of balconies, underground parking, rooftop mechanicals), the proposal does not exceed the maximum building density of 2.0 times the lot area (7.3.4.2b);
- At a building height of 235.11 metres above sea level ("masl"), exclusive of rooftop mechanical and architectural detail, the proposal does not exceed the top of the valley ridge measured at 235.5masl (7.3.4.2c);
- The proposed development is supported by a Shadow Study that demonstrates acceptable conditions in both duration and placement as noted below:
 - o Shadowing from the proposed development moves completely off the south wall of River's Edge by 11:00am in the summer and 12:30pm in the spring/fall, allowing for sufficient consecutive hours of sunlight;
 - o Shadowing from the proposed building moves off the outdoor space at the southwest corner of the River's Edge property by 12:45pm in the summer and 1:45pm in spring/fall, maintaining appropriate exposure to sunlight.
 - o There are no shadows cast on King Nursing home until 5:30pm in the spring/fall.
 - o There are no shadows cast on the sidewalk on the opposite side of Ann Street in the summer and prior to 5pm in the spring/fall.
- The proposed development is supported by a Transportation Impact Study that concludes the traffic generated by the proposed development will have a minimal impact on traffic operations on all intersections in the study area and can be accommodated without roadway improvements (7.3.4.2e); and
- Resident parking has been accommodated entirely underground (7.3.4.2d).

The proposed development has been carefully studied and designed to achieve a desirable form of intensification within the Bolton Core community that better utilizes land, infrastructure and services and positively contributes to the character and economy of the downtown and housing diversity of the wider community. Staff is of the opinion that the proposed development is in keeping with the policies of the Town's Official Plan.

Zoning By-Law 2006-50, as amended

The subject lands are currently zoned Institutional (I). The applicant is proposing to rezone the property Multiple Residential (RM-X) and Environmental Policy Area 1 (EPA-1) to implement the proposed development shown in the Site Plan (see Schedule “D”) and protect the sloped woodlot at the rear of the property.

The proposed Zoning By-law Amendment will implement the proposed development by permitting the proposed uses, establishing development-specific setbacks and height limits through structural envelope mapping and allow for a reduced parking standard.

The Zoning By-law includes a parking requirement rate of 1.75 spaces per unit (1.5 resident spaces per unit and 0.25 visitor parking spaces per unit). Application of this rate to the proposed development results in the requirement of 110 resident parking spaces and 19 visitor parking spaces. The proposed development provides 73 resident parking spaces and 7 visitor parking spaces, a rate of 1.095 spaces per unit.

A parking justification was submitted in support of the reduced parking rate, recognizing the site’s proximity to downtown amenities, alternative transportation opportunities (i.e. walking, cycling) and results from parking demand surveys that show ample vacant spaces in the public on-street and off-street parking areas, including the municipal parking lot opposite the subject property. It is also noted that the neighbouring River’s Edge development was approved at a similar parking rate of 1.2 spaces per unit; however, this development was approved prior to the cash-in-lieu of parking program and therefore no payment was required.

The Official Plan authorizes the payment of cash in lieu of parking for redevelopment proposals where insufficient parking spaces are available on site (7.3.6.1) and Section 5.2.9 of the Zoning By-law allows for deficiency in parking spaces provided the owner enter into an Agreement with the Town respecting the payment of cash-in-lieu of parking in accordance with the Town’s By-law 2002-151. As per the By-law, the applicant is required to pay \$7500 per deficient parking space; at a deficiency of 49 parking spaces, the applicant is required to contribute \$367,500. Payment can be made in up to four installments over a period of four years.

The applicant has requested flexibility or removal of the application of cash-in-lieu of parking as it puts pressure on the economic feasibility of the project and ultimate affordability (unit pricing) of the units; however, staff do not have the authority to implement a reduction from the fee established by By-law 2002-151. Council may choose to waive this fee by way of an amendment to recommendations of this report.

The implementing by-law with the relevant details is attached as Schedule “C”. Staff has no objection to the subject changes proposed to the Zoning By-law.

The proposed By-law is in keeping with the uses permitted in the Official Plan and adequately implements the proposed development.

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Minor Variances

Section 45 (1.3) of the Planning Act prohibits any owner or applicant to apply for a Minor Variance application within two years of the approval of a Zoning By-law Amendment. Normally Variances would proceed to the Committee of Adjustment, however prior to the expiration of that two year period, any request for a Variance would need to appear before Council to allow a land owner to make an application to the Committee. This step may cause significant delay in processing of related Site Plan and Building Permit applications if a Minor Variance is required.

Section 45 (1.4) of the Planning Act allows Council to declare by resolution that such application is permitted within the two years. Staff is therefore recommending that Council, pursuant to the above Planning Act reference, permit Minor Variance applications to be applied as a precautionary measure to ensure development can proceed in a timely manner. Any Variance application submitted would still require consideration and approval by the Committee of Adjustment in order to be allowed.

Agency/Department Consultation

The subject applications were circulated to external agencies and internal departments for review and comment. All agencies and departments support approval of the Zoning By-law Amendment and will continue to finalize the details of the concurrent Site Plan Application. Refer to the Comment Sheet attached to this report as Schedule “E”.

Public Meeting

A public meeting was held on the proposed Zoning By-law Amendment application at the Town of Caledon, Town Hall on Tuesday April 3, 2018. Notice of the Public Meeting was advertised in the Caledon Citizen and Caledon Enterprise on March 8, 2018. Property owners within 120m (400 ft) of the subject lands were advised of the meeting by direct mail as required by the Planning Act.

The purpose of the Public Meeting was to provide the Applicant with an opportunity to present the proposed development to the Public and Members of Council and to respond to questions on the proposals. The matters raised at this meeting and considered by the applicant in subsequent resubmissions have been adequately addressed as summarized in the public consultation table below:

	Public Comment	Response
1	Design: Contemporary, modern design (grey brick, black accents) does not fit with traditional/historical downtown core or 60 Ann Street (red brick, sandstone) Too much glass/what kind of glass	Since the first submission, the design characteristics of the proposal have been revised to provide a colour scheme representative of the village core area (red brick, stone accents). See the Perspectives in Schedule “D” to this report. A combination of spandrel and vision glass used to incorporate as much natural light as possible

	(spandrel vs vision)	The Town's urban design peer reviewer is satisfied the design reflects the policies of the Village of Bolton's Heritage Conservation District Plan.
2	Shadow Impacts	The proposal does not exceed the as-of-right height permissions set by the Official Plan. The submitted Shadow Study demonstrates acceptable exposure to sunlight conditions for neighbouring developments, amenity areas and the public realm.
3	Potential impacts to the environment	The applicant has submitted an Environmental Impact Study demonstrating no long-term ecological effect expected. The woodlot and slope at the rear of the property is being rezoned Environmental Protection Area. The TRCA has reviewed and has no objection.
4	Restricts access to 60 Ann St and this building in the event of an emergency	The proposal provides a formal emergency evacuation path at the rear of the property to Temperance Street. An easement will be secured through the Site Plan Approval process to allow for residents at 60 Ann St to traverse the path in the event of an emergency. Emergency and Flood Management Plans have been prepared and will be operationalized through the Condominium process.
5	Traffic congestion on Ann Street Need long terms plan for Ann and Stern Streets as traffic congestion is increasing daily Traffic Survey conducted last year but traffic flow has changed considerably	The Transportation Impact Study submitted in 2018 takes into account future traffic growth in the community. The study demonstrates the proposed development will generate 15 new vehicle trips during the morning and afternoon peak hour periods and will have minimal impact on traffic operations in the area.
6	Construction traffic will restrict visitors to nursing home and access to car parks, reduce visibility & dangerous conditions at intersections along Highway 50	The applicant has prepared a Construction Management Plan to the satisfaction of the Town that prevents vehicles, materials or equipment from being stored or off-loaded on the Town's right of way. Construction related vehicles are to operate primarily within the property boundary. A full-time dedicated flag person will be on site to ensure safe movements.

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		Street sweeping and flushing of the municipal right-of-way to occur twice weekly during construction, and additionally as required during adverse weather conditions.
7	Insufficient parking and/or parking congestion to accommodate construction traffic, inspections, service providers – need clear line of communication in the event of congestion	Any off-site parking associated with the construction of the proposed development will need to meet the applicable by-laws of the Town. Any illegal parking can be brought to the attention of Town of Caledon's Regulatory Services team for any enforcement required.
8	Insufficient Parking Buyers with a second vehicle? Visitor parking? Overflow parking will create parking pressures/congestions at public parking lot, street and parking at 60 Ann	The applicant submitted a parking analysis by a traffic engineer that supports the proposed parking rate. The Official Plan and Zoning By-law allow for reductions to parking provided Cash in Lieu of parking is provided for each deficient space. Staff are recommending that cash-in-lieu be provided to fund the construction of additional public parking the downtown core, as needed.
9	Special access should be provided to and from 60 Ann Street through existing parking lot	This is not warranted based on the technical analysis submitted in support of the proposal and the Construction Management Plan secured through the Site Plan Approval process.
10	Farmers Market and BIA community events, access and parking requirements	There will be no construction activity on weekends. Any required ROW occupancy permits will be coordinated with the Town.
11	Noise impacts on King Nursing Home and residents at 60 Ann Street	A noise report has been submitted that investigates the sound levels from transportation and existing uses in the area to ensure applicable noise guidelines are met for future residents. Noise impacts from construction will be mitigated to the extent possible through the Construction Management Plan and reducing construction hours to Monday to Friday, 7am to 7pm.
12	Height is more like 7 storeys. Not fair for penthouses at 60 Ann to have new units overlooking their home	The original submission was 6 storeys (plus mechanical). The proposal has been reduced to 5 storeys (plus mechanical) and does not exceed the height of the valley ridge or the existing building at 60 Ann Street. See the Cross Sections in Schedule "D" to this report.
13	The proposed building is not setback	The property is limited in size and restricted by the

	the same as 60 Ann and impacts sight lines and views. Consider a different footprint (flip) to give maximum distance between the buildings	woodlot/slope feature and municipal easement along the rear. After careful considering the limitations, loading and driveway access, the footprint has been revised. The proposed building will be setback 5.5 metres (18 feet) from the shared northerly property line whereas 60 Ann is setback 5.1 meters (16.7 feet) from the shared property line for a total building separation of 10.6 metres (35 feet). Town staff support the proposed footprint.
14	Senior demographic and captive population at neighbouring sites with few opportunities to avoid construction noise and vibrations. Construction hours should be modified to 8am to 5pm, Monday to Friday only.	<p>The Town of Caledon's Noise By-law limits noise from 11pm to 6am. Typically, development agreements would allow construction Monday to Saturday from 7am to 7pm. The applicant has prepared a Construction Management Plan that limits construction hours to Monday to Friday, 7am to 7pm (no construction on weekends or statutory holidays). Any further modification of construction hours would prolong the construction process. Brookfield has committed to provide monthly construction update letter with timelines, upcoming activity, concerns and emergency contact information.</p> <p>Staff have no objections to the Construction Management Plan.</p>
15	Vibrations from construction to date and to come could fatigue the foundations/retaining walls at 60 Ann (shattered shower door). Shoring activities just before Christmas created loud pounding and vibrations (alarms, glass cabinet). Do not want any further vibrations.	<p>The applicant has advised all shoring installation on site has been completed. The vibration impacts were monitored daily and within acceptable ranges for systems of this nature. The shoring system is designed to protect overall soil stability and surrounding foundations.</p> <p>There will be noise and dust impacts associated with the next phase of construction; however, the Construction Management Plan will mitigate and minimize those impacts.</p>
16	Concerns about lack of structural foundations to stabilize the hill during remediation and future construction – significant rainfall could cause sublayer to shift and create slope instability/failure and damage to	The applicant has submitted detailed engineering reports that review existing conditions (April, 2018 field work) and historical geotechnical investigation for 60 Ann (1992). The reports demonstrate existing slopes are stable from a geotechnical perspective, to the satisfaction of the TRCA.

	houses on the hill	
17	Does Brookfield have a permit from any authority allowing them to discharge their pooled water?	The remediation process is now complete and the Province has issued a record of site condition. For the construction of the proposed development, a permit is required from the TRCA and Site Plan Approval with the Town of Caledon.
18	What demographic is Brookfield targeting in the marketing of the units?	The applicant has advised they have no set demographic for the sale of homes at 50 Ann Street.

FINANCIAL IMPLICATIONS

For property tax purposes, 50 Ann Street, Bolton (Plan BOL 7 Pt Blk 4 Lot 62, Pt Lots 52, 53, 61 & 63) is currently assessed as Commercial, and Residential (\$1.45 million CVA). The property is located within the boundaries of the Bolton Business Improvement Area. The Town's share of taxes levied, based on current value assessment is approximately \$6,800. The property tax account as at May 6, 2019 is determined to be current.

If the proposed development (5 storeys, 73 unit residential condominium building) were to proceed as planned, the taxable assessment value of the property would change to reflect any development that would have taken place.

Under the applicable By-laws, Development Charges would apply as follows:

1. Region of Peel: (a) \$33,079.07 per apartment unit > 70 m²; and (b) \$21,879.82 per apartment unit 70 m² or less.
2. School Boards: \$4,567 per any residential unit.
3. GO Transit: (a) \$396.84 per apartment unit > 70 m²; and (b) \$205.65 per apartment unit 70 m² or less.
4. Per the Town of Caledon's current Development Charges By-law No. 2014-054, the Town's Development Charges will "not apply to land proposed for development within the Bolton Business Improvement Area". However this by-law expires June 25, 2019 and is planned to be repealed on May 28, 2019 with a new Development Charges by-law in which the below Town development charges would be applicable for residential developments in the Bolton Business Improvement Area. Town of Caledon: (a) \$17,388.00 per apartment unit > 70 m²; and (b) \$10,205.00 per apartment unit 70 m² or less, using the proposed rates in the 2019 draft Development Charges background study effective June 25, 2019, indexed twice a year.

The Development Charges comments and estimates above are as at May 6, 2019, and are based upon information provided to the Town by the applicant, current Region and School Board By-laws in effect and current rates, which are indexed twice a year.

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Development Charges are calculated and payable at the time of building permit issuance. 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 the Development Charges By-law and rates in effect at the time of building permit, and actual information related to the construction as provided in the building permit application.

COUNCIL WORK PLAN

- Sustainable Growth – Increased community (housing) diversity, Bolton downtown revitalization
- Connected Community – Preserving natural areas

ATTACHMENTS

Schedule A - Location Map

Schedule B – Aerial Map

Schedule C - Draft Zoning By-law Amendment

Schedule D - Site Plan, Perspectives and Cross Sections

Schedule E - Comment Sheet