

# Memorandum

Date: July 23, 2024

To: Members of Council

From: Eric Lucic, Commissioner of Planning and Development/ Chief Planner

Subject: Supplementary Information - Proposed By-law No. 2024-056 - Area A7

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During the June 25, 2024 Council Meeting, Staff Report 2024-0370 was presented to Council, recommending enactment of twelve proposed Zoning By-law Amendment applications to address Provincial Housing Priorities and Caledon's Housing Pledge. The report was approved in part, and all amendments, except for By-law No. 2024-056 (Area A7) were enacted by Council.

The lands in Area A7, the subject of Zoning By-law Amendment RZ 2024-0007 and Draft By-law No. 2024-056 are located on the west side of Torbram Road, north of Mayfield Road and south of Old School Road and currently accommodates the Mayfield Golf Club (the "Subject Lands").

During the June 25, 2024 Council Meeting, a motion was passed by Town Council, referred this proposed Zoning By-law Amendment back to staff, to seek their input "with regard to the contemplated residential uses on the west side of Torbram Road and how they interface with the employment uses on the east side of Torbram Road and the identified Environmental Protection Areas."

Staff have prepared a response to the issues identified in the Council motion as follows:

## 1. Torbram Road Expansion Environmental Assessment (EA)

Torbram Road is currently the only road that provides frontage to the subject lands. It is currently a two-lane rural cross-section with a road right-of-way of approximately 20 metres (65 feet).

Schedule "C1" – Town-wide Transportation network and Schedule "C2" – Town-wide Road Right-of-Way Widths of the adopted Future Caledon Official Plan identify Torbram Road as a Town Arterial Road and provides for a future road right-of-way width of 36-metre (118 feet).

An Environmental Assessment (EA) has yet to be completed for the widening of Torbram Road from its current rural two-lane cross-section to an urban four-lane cross-section; however, the future EA will identify, predict, and evaluate the full potential environmental effects of the proposed road widening. No timeline has been set for the completion of the EA for the widening of Torbram Road. This road will provide a significant, spatial separation between the residential and community uses proposed to the west and the employment and residential uses to the east. It is intended to be designed, through the provision of features such as landscaping and medians, which will enhance the spatial separation and provide a buffer between the planned and existing land uses on both sides of Torbram Road.

## 2. Impacts of Employment Uses (Warehouses)

On the east side of Torbram Road, across from the subject lands is an Industrial Draft Plan of Subdivision application proposed by Rice Group. Also, there are several single detached residential uses fronting directly on the east side of Torbram Road abutting the industrial subdivision. The residential and community land uses proposed on the subject lands will be buffered from these industrial and residential land uses combination of landscaping, berms, grading, building setbacks and building configuration/design.

Similarly, through the detailed design of the industrial plan of subdivision features, including setbacks, configuration/design and boulevard landscaping, design elements will be implemented to reduce the adverse impacts on the existing residential on the east side of Torbram Road, and the future community proposed on the subject lands. In addition, the design of a future Torbram Road widening (as discussed above in Section 1 of this Memorandum), will provide sufficient spatial separation to limit adverse impacts of the new community on existing residential uses, as well as limit impacts that the industrial subdivision will have on the new community.

The preliminary concept plan for the proposed residential development west of Torbram Road indicates blocks for medium density residential uses, a firehall and other commercial uses. These land uses can be designed to function as a physical and visual buffer between the proposed low-density residential development west of Torbram Road, and the industrial and existing residential land-uses on the east.

The truck traffic related to the industrial development will be directed primarily through the new north-south collector road within the Industrial Draft Plan of Subdivision. There will be no access to the proposed residential development. As noted, Torbram Road is proposed to be widened as an urban four-lane cross-section, which will assist in providing a greater separation distance between the future residential and employment uses.

### **3. Development in the Greenbelt**

The *Environmental Policy 1 – (EPA1)* zone has been applied to the portion of the subject lands designated in the Greenbelt Plan as *Protected Countryside* and *Natural Heritage System*. Any infrastructure that crosses these Greenbelt lands will need to meet provincial, regional and local policies prior to being permitted. Through the Secondary Plan and Draft Plan of Subdivision review processes, the property owner will need to demonstrate, to the satisfaction of the Town, the need for any road or other infrastructure crossing natural heritage features and identify mitigation measures to minimize impacts.

In addition, it should be noted that, for the subject lands, as for all the lands that are the subject to the approved zoning by-laws containing Greenbelt Plan lands, the owners will be requested to enter into a land conveyance agreement with the municipality, whereby all Greenbelt Plan lands will be conveyed to the municipality at no cost to the municipality. This will ensure that the Greenbelt lands are not developed and remain in public ownership.

### **4. The Subject Lands are in Phase 2 of the Town’s draft Growth Management and Phasing Plan (GMPP)**

The GMPP is not yet complete; however, it is anticipated to be completed by Fall 2024. The draft GMPP presented in November 2023 indicated two phases until 2051. The draft Phase 1 plans for growth between 2031 and 2036. The draft Phase 2 has a planning outlook from 2036 to 2051. The Town is taking on some of the early parts of draft Phase 2 lands where such lands are contiguous with other New Community Area lands and where the scale of the infrastructure

planning and design required for these lands will cover at least the next 20 years and demands comprehensive planning. The GMPP will finalize the proposed development phasing to 2051 based on the input received, including priorities identified through the 12 Town rezonings, together with a Financial Impact Assessment.

## **5. High-rise Buildings**

In the conceptual drawing it does not show any high-rise apartments being contemplated for these lands. The highest form is a medium-density block, which is typical of townhouses and/or a 1-5 storey apartment building. Therefore, although the zone standards for an apartment, long term care facility and senior's retirement facility allows for a maximum height of 90m, there are no blocks in the concept plan for such high-density developments. Policies in a future Secondary Plan will provide guidance regarding appropriate building massing and configuration.

## **ATTACHMENTS**

None