Meeting Date: October 29, 2019


Submitted By: Mary T. Nordsrom, Senior Development Planner, Development - East

RECOMMENDATION

That the Local Planning Appeal Tribunal (LPAT) be advised that Council opposes the development proposed by the Official Plan Amendment (POPA 17-01), Draft Plan of Subdivision (21T-17004C) and Zoning By-law Amendment (RZ 17-06) submitted and appealed by Triple Crown Line Developments Inc. (Appellant) as it does not meet the applicable provincial, regional and municipal policy framework or the Town’s Development Standards, Policies and Guidelines for the reasons outlined in this Staff Report DP-2019-0223;

That Council authorize Town staff to retain and instruct external counsel, consultants and peer reviewers as necessary to represent Council’s position before the LPAT regarding the proposed Official Plan Amendment (POPA 17-01), Draft Plan of Subdivision (21T-17004C) and Zoning By-law Amendment (RZ 17-06) under appeal, as set out in this Staff Report DP-2019-0223;

That Council authorize Town staff to continue to meet with the Appellant and Parties and their like experts to narrow or resolve issues and that any revised settlement development proposal be presented to Council for approval.

REPORT HIGHLIGHTS

- Applications for Official Plan Amendment (POPA 17-01), Zoning By-law Amendment (17-06) and Draft Plan of Subdivision (21T-17004C) and were filed on June 14, 2017 and deemed complete June 27, 2017 to subdivide a 64.93 ha (160.45 ac) parcel to create 562 single detached dwelling lots at a net density of 22.0 units per hectare, a relocated Neighbourhood Park (1.96 ha), future development blocks and a network of public roads. Supplemental submissions were made on August 4, 2017 and September 28, 2017 (Original Application).

- The Original Application was circulated to commenting agencies and departments and Resident Meetings held on Tuesday, September 19, 2017 and Monday, November 13, 2017. A full summary of comments on the Original Application was provided to the applicant on December 11, 2017 and highlighted concerns with the proposed development from policy and technical perspectives, including but not limited to stormwater management, grading, noise, servicing, transportation, geotechnical, hydrogeology, environmental, agricultural, parkland, housing mix, urban design, planning and heritage.
• On November 27, 2017 the applicants appealed the Zoning By-law Amendment Application to the then Ontario Municipal Board (“OMB”) and followed with appeals on the Official Plan Amendment and Plan of Subdivision Applications on December 29, 2017.

• On April 3, 2018 a Public Meeting was held at Town Hall and well attended by the public who expressed comments and concerns with respect to housing variety, density, design, parkland, seniors housing, affordable housing, trails, heritage, traffic, interface with Airport Road, interface with existing lots on Valewood, intersection safety for school-agers and families, servicing capacity, and provincial policy implications.

• Staff received a revised submission in September, 2018 to subdivide a 70 ha (173 ac) parcel to create 554 single detached dwelling lots, 67 townhouse units, a 17-30 unit high density (apartment) block and a 20-unit single detached residential condominium block at a net density of 22.3 units per hectare, a relocated Neighbourhood Park (1.85 ha), future development blocks and a network of public roads (“2nd Submission”).

• Staff at the Town, Region and TRCA attended regular meetings with the applicant and a further Resident’s Meeting was held on January 21, 2019 to discuss the 2nd Submission.

• Formal written comments were provided to the applicant on February 28, 2019 that highlighted on-going policy and technical concerns with the 2nd Submission including stormwater management, servicing, grading, transportation, noise, urban design, parkland, landscaping, environmental, the limits of development and heritage.

• The applicant made partial submissions in June and July, 2019 to subdivide a 72.0 ha (177.9 ac) parcel to create 549 single detached lots, 68 townhouse units, a 17-30 unit high density (apartment) block and a 20-unit single detached residential condominium block, a relocated Neighbourhood Park (2.03 ha), future development blocks and a network of public roads (“Current Proposal”) that were circulated for comment, posted on the Town’s website and made available at Town Hall. Agency and Town Staff continued to meet with the applicant and a subsequent Public Meeting was held on September 17, 2019.

• Formal written comments were provided to the applicant on September 11, 2019 that highlight on-going policy and technical concerns with respect to the limits and configuration of the proposed development, stormwater management, noise, transportation, servicing, grading, agricultural impacts, heritage and design.

• Each of the applicant’s submissions and the formal written comments have been made available to the public at Town Hall and posted on the Town’s website.

• To date, two Pre-Hearing Conferences have been heard by LPAT: September 21st, 208 and May 1st, 2019. Parties to the Hearing include Triple Crown Line Developments Inc., The Town of Caledon, Region of Peel and Toronto and Region Conservation Area (TRCA). More than 20 participants have been registered for this Hearing to date. A 3rd Pre-Hearing Conference is scheduled for November 28th, 2019.
Staff are seeking Council’s direction to attend the November 28, 2019 PHC to set an issues list in accordance with the concerns outlined in this Staff Report and to set a timetable for scheduling and attending at an LPAT hearing of the issues and to advise the LPAT of Council’s position regarding the Current Proposal.

DISCUSSION

Purpose (background)
On June 14, 2017, the Town of Caledon received Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment applications from Design Plan Services on behalf of Triple Crown Line Developments Inc. for the property municipally known as 15717 and 15505 Airport Road, located on the east side of Airport Road, north of Old Church Road in Caledon East (see Schedule “A” – Location Map).

The subject lands are comprised of lands owned by the applicant and additional lands in which the applicant has an interest. The lands proposed for residential development that are largely within the Caledon East Settlement Boundary and Open Space Block 575, which is largely outside the Caledon East Settlement Boundary are owned by the Applicant (“Applicant Lands”) and identified as Lands “A” on Schedule “A” of this report. The proposed stormwater management pond and open space block to the south, being Block 572 and 573 are lands in which the applicant has an interest (“Interest Lands”) are identified as Lands “B” on Schedule “A” to this report.

The Applicant Lands originally contained two residential dwellings: a modern farmhouse circa 1995 that has since been removed and a historical farmhouse circa 1860 as well as several outbuildings. Both the Applicant and Interest Lands are actively farmed.

The eastern and southern portions of the Applicant Land’s comprise significant natural features such as the Widgett-Innis Lakes Provincially Significant Wetland Complex, woodlots, wetlands and significant slopes (valley lands).

Surrounding land uses include a commercial plaza and residential to the north; Airport Road and residential to the west; agricultural and rural residential to the south; and, environmental lands (Innis Lake) to the east (see Schedule “B” – Aerial Map).

Proposed Official Plan Amendment
The purpose of the proposed Official Plan Amendment is to redesignate a portion of the property from Low Density Residential to Mixed High/Medium Density Residential, to increase the permitted net density and reduce the frontages for the Low Density Residential designation, and relocate the Conceptual Park location to a more central location (see Schedule “C” – Applicant’s Proposed Official Plan Amendment).

The Applicant Lands within the settlement area are largely designated Low Density Residential with Open Space Policy along the settlement boundary edge on Schedule ‘D’ – Caledon East Land Use Plan. The Caledon East Secondary Plan identifies a maximum net density of 16.6 units per hectare in Low Density Residential whereas the applicant is proposing a net density of 21.2 units per hectare. The Secondary Plan encourages frontages generally ranging from 15 metres (50 feet) to 23 metres (75 feet) whereas the applicant is proposing frontages ranging from 9.75 metres to 23 metres. The Official Plan
encourages the conservation of the Town’s built heritage resources and uses density bonusing in the context of development applications as a means to achieve cultural heritage conservation. The Town and applicant have discussed the retention, relocation and repurposing of the historical farmhouse for a sanitary pumping station; however, further analysis and documentation is required to ensure the protection and repurposing of the historical farmhouse.

A new Mixed High/Medium Density Residential designation is proposed along the Airport Road frontage and adjacent to the existing commercial plaza lands. The proposed Amendment allows for a density range of 39.5 to 45.6 units per net residential hectare. The designation would capture the proposed townhouse blocks and the High Density Block. Staff are supportive of the proposed housing mix that avoids reverse frontage conditions along Airport Road; however, the form and content of the Amendment is not satisfactory to staff. As currently drafted, the Amendment does not specify built form types and the density average could prevent a high density built form from proceeding on the High Density Block. The applicant has not yet demonstrated the High Density Block is sufficiently sized to accommodate 17-30 units and associated meet associated standards (i.e. parking).

The Caledon East Secondary Plan Land Use Plan (Schedule “D”) identifies a Conceptual Neighbourhood Park Location and Open Space Policy Area designation in the northeast corner of the Applicant Lands. While the proposed development provides for a more central park location with greater accessibility for future residents, the form of the proposed Amendment is problematic in so far as it references the Neighbourhood Park as a conceptual location, maintains a Low Density Residential designation, whereas it should be designated Open Space Policy Area and does not meet the full 5% parkland dedication.

The proposed development relies on a stormwater management approach that locates a stormwater management pond in the Interest Lands, which are south of the settlement boundary and designated Prime Agricultural Area. The applicant has not yet satisfied Town and Agency staff that the stormwater management approach is the preferred approach from both a technical and policy perspective; however, should the stormwater management pond be found to be in an acceptable location then these lands should be redesignated to Open Space Policy Area.

Staff are not in a position to recommend support of the proposed Official Plan Amendment for the reasons stated herein and provided in the Town’s Summary of Comments Letters on each submission.

Proposed Draft Plan of Subdivision
The Original Application proposed 562 single detached dwellings and has been revised to include a greater mix of housing types and incorporate additional lands both within and outside of the Caledon East Settlement Boundary (see Schedule “D” – Proposed Draft Plan of Subdivision (Current Proposal)). The following mix of units are now proposed:

- 161 Single Detached Units with minimum frontages of 15.2 m (50 ft)
- 112 Single Detached Units with minimum frontages of 13.6 m (45 ft)
- 93 Single Detached Units with minimum frontages of 11.6 m (38 ft)
- 183 Single Detached (Laneway) Units with minimum frontages of 9.75 m (32 ft)
68 Townhouse Units (decked and courtyard) with minimum frontages of 6.7 m (22 ft)
High Density Block to accommodate 17-30 apartment units
Condominium Block to accommodate 20 single detached units

The Draft Plan proposes three-storey decked (laneway) townhouses along Airport Road that reflect a historic ‘main street’ character and a high-density block to accommodate a future multi-unit residential building at the intersection of Airport Road and proposed Street A. This higher density built form along Airport Road transitions to a low-density community of single detached lots. To enhance the central community park’s focal point, laneway singles are proposed around the perimeter of the park. Courtyard townhouses are proposed along the west side of the extension of Mountcrest Road to transition from the abutting commercial plaza.

The Draft Plan of Subdivision proposes two park blocks, a centrally located 2.03 ha park as well as a 0.15 ha parkette. A buffer area block is proposed around the limits of the proposed residential development which is to accommodate a future trail system. The valley lands to the east, outside of the settlement boundary, will be dedicated to a public agency (i.e. TRCA) and the Interest Lands to the south are proposed for a stormwater management block and environmental lands.

While the Town is accepting of many changes to the draft plan since the Original Application, the applicant is required to provide further information and undertake further revisions to the draft plan to adequately address the concerns summarized below.

Limits of the Development
The applicants and staff from the Town, TRCA and Region attended a site visit to stake the features and determine the limits of development. That staked limit has been marked on the proposed Draft Plan and a minimum buffer of either 10 metres (for lands within the Greenbelt Plan) and 30 metres (for lands within the Oak Rides Moraine) demarcated the limits of development. The Applicant is seeking to modify the 2031 Caledon East Settlement Boundary to align with the staking exercise (see Schedule “E” – Applicant’s Constraints Analysis Map).

The Applicant has not demonstrated the the proposed modifications to the settlement boundary satisfy provincial policies and staff at the Town and TRCA have identified areas where further study is required to ensure the limits of the environmental features or hazard are located outside the residential limits of development or, where necessary, environmental compensation is provided. Staff continue to work with TRCA, our technical advisors, and the applicant to ensure the development limits meet the requirements of the provincial, regional and municipal policy framework.

Parks and Pedestrian Connectivity
The Draft Plan incorporates a 2.03 ha (5.01 ac) park in a centrally located block as well as a 0.15 ha (0.37 acre) parkette block adjacent to the Open Space Block to the east. All of the proposed residential lots are within 400m (5 minute walk) of the community park and the parkette provides a direct connection to the valley lands to the east (Open Space Block 575).
The proposed development provides an integrated network of sidewalks, trails and bike lanes. A continuous trail is proposed within the buffer block and stormwater management block surrounding the southern and eastern limits of the proposed residential development, providing an active connection from Airport Road to the existing trail network to the north and east. Access to the proposed trail network from the proposed development is achieved through two walkway blocks and the parkette along the eastern boundary. Staff is working with the applicant to provide additional and/or improved spacing of the walkway blocks.

The parkland requirement for the site is 5% of the developable area or 2.18 ha. Staff continue to request full parkland dedication.

The Current Proposal shows a 6m wide walkway block to abutting lands owned by the Town (“Town Lands”). The Town Lands are designated Open Space Policy Area and form part of the Conceptual Neighbourhood Park Location. While staff are supportive of the proposed relocation of the Neighbourhood Park, there is concern the Current Proposal land-locks the Town Lands and limits future programing options. Staff continue to request an 18.0 metre wide block be dedicated to the Town to allow for future access and utilization of the Town Lands.

Heritage
The subject lands contain a circa 1860’s historical farmhouse that staff believe to be of significant cultural heritage significance. The Original Application did not contemplate protection of the historical farm house and relied upon a Heritage Report determined to be unsatisfactory to staff.

Provincial policies direct for the conservation of built heritage resources to foster a sense of place and benefit communities. The Town’s Official Plan identifies the need to conserve the Town’s heritage resources and allows for the use of density bonusing in the context of development applications to achieve conservation of heritage structures.

Through discussions between the applicant and staff at the Town and Region, the Applicant is now considering its retention and relocation to the proposed pumping station block where it could be re-purposed to house the Region’s pump house. Despite repeated discussions and written comments, staff have yet to receive an updated heritage assessment report that recognizes the heritage importance of the farmhouse or make submissions regarding its structural condition and integrity and the whether its relocation and re-purposing is feasible. It is the applicant’s position these reports can be secured through Conditions of Draft Approval; however, in the absence of these submissions prior to draft approval, staff are not satisfied the historical farmhouse can be protected in the proposed development.

Transition to Existing Residential Community
Lots on the northern and northeastern edge of the proposed development back onto and/or flank an existing residential community along Valewood Drive and Mountcrest Road. While these lots have been designed to be approximately 1.2 to 2.5 metres deeper than the typical depth of other single detached lots in the Current Proposal, staff remain concerned the lots are insufficiently deep to achieve adequate rear-yard amenity space,
meet Town standards with respect to grading and retaining walls and ensure sufficient protection of existing trees.

Urban Design
The Current Proposal has addressed many of the Town’s urban design comments to date including, but not limited to, the character of housing along Airport Road, the re-designed road network that enhances pedestrian connectivity, and the re-orientation of Townhouse Block 553 to create a more attractive built form along Summit Hill Drive.

The Current Proposal has not satisfied the following concerns: noise mitigation measures for the Courtyard towns (Blocks 551, 552, 553) and their impacts on the urban landscape are unknown; further design guidance is needed to ensure surveillance of the laneway once the noise mitigation measures are known and clarification about the retention and repurposing of the historical farm house.

Stormwater Management
The applicant is proposing a stormwater management approach consisting of a 2.89 ha stormwater management pond block (combined wet and dry pond design) to the southwest of the development that captures 38.4 ha of the proposed development area. The remaining 5.75 ha of drainage area would be treated for quality and quantity control through two superpipe systems. As part of the treatment train approach, a number of catchbasin shields are proposed to pre-treat road drainage.

Technically, staff have concerns the proposed stormwater management approach from increased cost, operations and maintenance perspectives and continue to recommend the stormwater management pond locate in the natural low-point of the development, Street R – Thoroughbred Court.

Traffic and Access
Access to the subdivision is at three locations: two accesses off Airport Road and a third access along the northern side of the development connecting to the existing Mountcrest Road. The southerly access along Airport Road aligns with the existing Cranston Drive intersection and is proposed as a four-way stop intersection. The northerly access along Airport Road aligns with the existing public school “Exit Only” and is proposed as a signalized intersection with cross walks. The anticipated traffic volume does not warrant a signalized intersection; however, one is proposed to facilitate safer pedestrian connections to the public elementary school on the opposite side of Airport Road.

The applicant is proposing a 31 metre right-of-way along Airport Road which the applicant has designed to accommodate four lanes of automobile traffic, a multi-use trail, a sidewalk and street trees in order to provide a small-town, main street character to Caledon East.

The internal road network consists of the following: a 20 metre right-of-way residential collector road (Streets A and B) that will support dual-sided pedestrian and cycling movements and provide a double row of street trees; several 18 metre right-of-way local streets and laneways with single-sided sidewalks; Streets N and G have 18 metre right-of-ways but designed to provide dual sidewalks to enhance access to and from the community park; and, Street H has been designed as a window street to encompass the community park.
Town staff are supportive of the modifications to the internal road network in the Current Proposal to achieve urban design objections, subject to meeting sightline requirements. Staff continue to request the applicant provide a satisfactory sightline analysis prior to recommending draft plan approval.

The Draft Plan proposes a number of street names, some of which have been reserved for other development or do not meet the Town’s street naming policy. Staff have provided a list of alternative street names and request the Draft Plan be revised accordingly.

Staff at the Region of Peel require regional road widening dedications of approximately 33.53 metres to 42.05 metres along the property’s Airport Road frontage, whereas the Current Proposal provides for a 31.0 metre right of way along Airport Road. Regional staff also require further investigation of the connection of the northerly Street A (Summit Hill Drive) to Airport Road in terms of surrounding access points (school on west side and commercial plaza on east side) and the provision of some form of direct connection to the existing commercial plaza.

Noise Attenuation
A Noise Impact Study was submitted with the Original Application that did not meet Town standards. The Current Proposal was not accompanied by a revised Noise Study; rather, the applicants advised the noise study could be submitted by way of a condition of draft approval. Staff require a satisfactory noise study prior to recommending approval of the applications as any required mitigation measures could have implications on the configuration and design of the proposed development. In particular, staff highlighted the need for a satisfactory interface between the proposed residential development and the existing commercial plaza to protect the existing commercial operation and future residents of the proposed development. As well, the height and design of any noise mitigation walls needs to be fully considered from engineering, design and planning perspectives and appropriately incorporated into conditions of draft approval. Staff at the Region of Peel also require a revised noise report to inform noise wall locations and required warning clauses.

Other Considerations
Staff at the Region of Peel and Town have expressed concern that Block 570 may not be sufficiently sized to accommodate the ultimate design of the pumping station with cultural heritage, access and maintenance considerations. At a minimum, staff recommend Lot 211 be included within Block 570 until the detailed design has been accepted by staff.

Staff have outstanding grading, hydrogeology and geotechnical concerns that need to be addressed prior to Draft Plan Approval. Staff recently received revised hydrogeology and geotechnical (slope stability) submissions that are under review.

As highlighted herein and provided to the applicant in the Town’s formal written comments to date, staff are unable to support of the proposed Draft Plan of Subdivision.

Proposed Zoning By-law Amendment
The purpose of the proposed Zoning By-law Amendment is to implement the Official Plan Amendment and Draft Plan of Subdivision by rezoning the subject lands from Agricultural
At this time, staff have concerns with the form and content of the proposed Zoning By-law Amendment including, but not limited to the following:

- A concept plan is required for the proposed Multiple Residential Exception Zone (RM-X) to ensure the High Density Block is sufficient sized to accommodate an apartment building with 17-30 units;
- Low Impact Development (LIDs) measures on private property require adequate protection from future disturbance (i.e. limit accessory structure locations);
- The proposed residential zones need to include all applicable standards and definitions (i.e. lot area, frontage, yard setbacks, building area, landscape area, minimum backyard amenity area, height, definition of street, etc.);
- The proposed By-law needs to consider the General Provisions and Parking Sections of Zoning By-law 2006-50 and include any required special standards (i.e. entrance setbacks, sight triangles);
- Structure envelope zoning may be required to protect boundary trees and associated driplines along the northern boundary of the proposed development;
- Confirmation that the internal parking spaces within garages meet the minimum parking space definition after allotting space for Regional waste bins and internal stairs; and
- Future Development Blocks (563, 574) have not been assigned a zoning category.

Staff are not in a position to recommend support of the proposed Zoning By-law Amendment for the reasons stated herein and provided in the Town’s formal written comments to date.

Planning Review
Documents that have been considered by the Town in its review of the subject applications include the Provincial Policy Statement 2014, Growth Plan (2019), Oak Ridges Moraine Conservation Plan (2017), Greenbelt Plan (2017), Region of Peel Official Plan, the Town’s Official Plan, Zoning By-law 2006-50, as amended, and supporting technical studies and reports, in addition to the comments and recommendations provided by internal departments, external review agencies and public comment.

Provincial Policy Statement (2014)
The Provincial Policy Statement (PPS) contains policies with respect to promoting efficient and resilient development and land use patterns in order to create healthy, liveable and safe communities and providing for an appropriate range of housing types and densities to meet requirements of current and future residents. The PPS also speaks to land use compatibility, stormwater management, cultural heritage, prime agricultural areas and natural heritage. All decision affecting planning matters shall be consistent with the PPS.
After reviewing the submissions to date, staff are of the opinion the Current Proposal has not established consistency with the following PPS policies:

- The Applicant has not adequately demonstrated that the proposed stormwater management strategy, including superpipes, contributes to the financial well being of the municipality over the long term, contrary to Policy 1.1.1;
- The proposed stormwater management approach needs to demonstrate that changes in water balance and erosion have been minimized, as per Policy 1.6.6.7;
- Contrary to Policy 2.1, the Applicant has not demonstrated to the satisfaction of TRCA and Town staff that the Current Proposal will have no negative impacts on significant natural heritage features and functions;
- The Applicant has not satisfied Town or Regional staff that there is no reasonable alternative location for locating the proposed stormwater management pond that avoids prime agricultural areas, as required by Policy 2.3.6.1; and
- The Current Proposal lacks the analysis and documentation to support the preservation and repurposing of the historical farmhouse within the development, as per Policy 2.6.

**Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019)**
The intent of the Place to Grow, Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) is to build compact and complete communities by directing growth to built-up areas and promoting a mix of residential and employment uses. All decisions made on or after May 16, 2019 must conform with the Growth Plan.

After reviewing the materials submitted to date, staff are of the opinion the Current Proposal has not established conformity with the following Growth Plan policies:

- Policies 2.2.1.3 and 3.2.1.2 of the Growth Plan direct municipalities to consider the full life cycle costs of infrastructure when planning for growth whereas the Applicant has not technically satisfied Town staff that the proposed stormwater management strategy is desirable from a cost and maintenance perspective.
- The Applicant is seeking to refine the settlement area boundary to reflect the staked limits of the abutting environmental features and associated buffers; however, Policy 2.2.8.4c) and d) do not allow for settlement area adjustments outside of a municipal comprehensive review for rural settlements or settlements in the Greenbelt Area;
- The Applicant has not demonstrated to the satisfaction of TRCA and Town staff that the Current Proposal will have no negative impacts on significant natural features and functions, contrary to Section 4.2.2 of the Growth Plan;
- The Current Proposal locates a stormwater management pond in lands identified as Prime Agricultural Area in municipal, regional and provincial mapping whereas Section 4.2.6 of the Growth Plan requires the long-term protection of these areas for agriculture; and
- The Current Proposal does not provide the necessary documents to ensure the historical farmhouse is conserved, as directed by Section 4.2.7 of the Growth Plan.

**Greenbelt Plan (2017)**
The goals of the Greenbelt Plan is to protect the agricultural land base, natural heritage and water resource systems, provide for a diverse range of economic and social activities associated with rural communities and build resilience to climate change. The Applicant
Lands are located within an area designated as a “Town/Village” and the Interest Lands are located within the “Protected Countryside” of the Greenbelt Plan.

After reviewing the materials submitted to date, staff are of the opinion the Current Proposal has not established conformity with the following Greenbelt policies:
- The Applicant has not demonstrated to the satisfaction of TRCA and Town staff that the Current Proposal will have no negative impacts on significant natural features and functions, contrary to Sections 3.2.2 and 3.2.5 of the Greenbelt Plan;
- Section 4.2.1 of the Greenbelt Plan does not permit for new infrastructure (i.e. stormwater management ponds) within prime agricultural areas or key natural heritage features unless the need has been demonstrated and it has been established there is no reasonable alternative. To date, the Applicant has not satisfied this policy test to the satisfaction of Town, Regional and TRCA staff.
- The stormwater management approach has not demonstrated it minimizes disruption of the pre-existing drainage pattern and does not increase stream channel erosion, contrary to Policy 4.2.3.5 of the Greenbelt Plan.
- The Current Proposal does not provide the necessary documents to ensure the historical farmhouse is conserved, as directed by Section 4.2.7 of the Growth Plan.

Oak Ridges Moraine Conservation Plan
The Oak Ridges Moraine Conservation Plan (ORM Plan) establishes land use and resource management policies to protect the ecological and hydrological features and functions of the Moraine. All decisions shall conform to the ORM Plan. The boundary of the ORM Plan intersects the property as shown on Schedule “E” to this report.

The eastern portion of the subject lands located within the area regulated by the Oak Ridges Moraine Conservation Plan are subject to a dual designation of Settlement Area and Natural Core Area. For lands designated Settlement Area, the uses permitted shall include all uses permitted in the primary land use designation of the Town’s Official Plan (discussed below). The Natural Core Area designation applies to the eastern valley lands (Open Space Block 575) located outside of the Caledon East Settlement Boundary and designated Environmental Policy Area.

The Current Proposal is advancing towards resolving previous comments with respect to natural heritage protection; however, staff are of the opinion the Current Proposal has not established conformity with the following ORM Plan policies:
- Portions of Lots 73, 74 and 75 in the northeastern portion of the property appears to be located below top of bank, contrary to the Section 22 of the ORM Plan; and
- The Applicant is seeking to modify the settlement boundary in accordance with the Constraints Analysis Map in Schedule “E” to this report, whereas the implementation section of the ORM Plan does not permit settlement area boundaries to expand into Natural Core Areas.

Region of Peel Official Plan
The proposed Plan is located within the Caledon East Rural Service Centre as shown on Schedule ‘D’ of the Region of Peel Official Plan.

Regional staff advise they do not support approval of the proposed applications as they do not conform to the Region’s Official Plan as well as provincial policies. Specifically,
Regional staff have concerns the proposed stormwater management pond is in a location that could impact a significant valley and stream corridor, provincially significant wetland complex and result in long term erosion damages within the natural valley and watercourse and recommend relocation of the pond within the settlement area boundary be further explored.

Regional staff have concerns with the potential impacts of the proposed subdivision on the adjacent prime agricultural area to the south, specifically with respect to the proposed stormwater management pond. It is not clear the proposed stormwater pond is the technically preferred location and do not support that a stormwater pond within an approved settlement boundary would result in a less compact form.

Regional staff have concerns the proposed limits of the development, including whether all environmental features has been adequately identified and whether the proposed settlement boundary adjustment conforms with Provincial Policy (i.e. Growth Plan).

Staff require changes to the Draft Plan in order to meet waste collection and increase the Pumping Station Block 570 to include Lot 211. As well, the Region seeks updated reporting to inform conditions of draft approval, including a Noise Study and Functional Servicing Report.

The Region originally required a road widening of 50.5 metres, 25.25 metres from centre line. Through a series of design discussions initiated by the Applicant, the Region has determined a reduced right-of-way width of 33.53 metres to 42.03 metres would be appropriate. The Current Proposal continues to show a 31 metre right-of-way width. Regional staff also have concerns with the northerly Summitt Hill Drive connection to Airport Road and require the Applicant investigate a direct connection from the proposed subdivision to the existing commercial plaza.

According to the comments received to date, Regional staff are not satisfied the Current Proposal has satisfied the goals and objectives in the Regional Plan.

Town of Caledon Official Plan
The Applicant lands within the Caledon East settlement boundary are designated Low Density Residential Area and Open Space Policy Area on Schedule "D", Caledon East Land Use Plan within the Town’s Official Plan. The valley lands to the east of the Caledon East Settlement Boundary (Block 575) are designated Environmental Policy Area and the Interest Lands to the south of the Caledon East Settlement Boundary are designated Prime Agricultural Area and Environmental Policy Area on Schedule “A”, Town of Caledon Land Use Plan.

As per Section 7.7.5.2.1, the uses permitted in the Low Density Residential designation shall consist of: single-detached and semi-detached dwellings, linked dwelling units, duplexes and freehold townhouse units. Section 7.7.5.2.4 states that a mix of single residential lot sizes with frontages generally ranging from 15.0 m (50.0 ft) to 23.0 m (75.0 ft) shall be required. In accordance with Section 7.7.5.2.2., the maximum net density permitted in the Low Density Residential designation shall be 16.6 units/ha. Furthermore Section 7.7.5.2.3 indicates that where appropriate, a range of dwelling types and lot sizes shall be encouraged in the Caledon East Settlement Area. To achieve the proposed
housing mix and density objectives, draft plans of subdivision within the Low Density
designation will be encouraged to provide a broad range of unit types, with different types
of units mixed throughout the development. Single residential dwellings should
predominate the mix, generally making up 70-80% of the units. Consideration will be given
to varying from this general mix policy in consideration of site specific considerations such
as adjacent land uses, environmental characteristics, and site amenities. The proposed
Draft Plan provides for a desirable range and mix of housing types, including a variety of
single detached units comprising approximately 85% of the units as well as townhouses
and future apartment units.

The applicant is proposing to amend the Official Plan to permit lot frontages for these
housing types ranging from 9.75m (32.0 ft) to 15.2 m (49.8 ft) at an increased density of
21.2 units per net hectare. Staff are supportive of site specific clauses to allow for the
reduced frontage and increased density provided the notwithstanding clause refer to the
heritage bonusing permission in Section 3.3.3.6.3 of the Official Plan that permits density
bonusing in exchange for cultural heritage conservation.

The Secondary Plan considers new multiple unit sites for special housing needs (i.e.
affordable housing, seniors housing) through an Official Plan Amendment and after site-
specific considerations, including compatibility, proximity to the commercial core and
maintenance of community character. Staff are supportive of the High Density Block at
this location, which is proximate to an existing commercial plaza, provided the proposed
Mixed High/Medium Density Residential designation establishes use, height and density
parameters and is supported by a concept plan to confirm the proposed block and
designation are sufficiently sized to accommodate a multi-unit development. The design
of the multi-unit building and its contribution to the community character would be the
subject of a future Site Plan Application.

The Caledon East Secondary Plan also contains various policies with respect to the
design of the development, including the requirement that new development will
demonstrate how they have addressed and incorporated the Caledon East Community
Design Principles and Guidelines into their proposals, to the satisfaction of the Town. The
applicant has submitted an Urban Design Report which largely demonstrates compliance
with this policy, save for clarification of the retention an d relocation of the historical
farmhouse and design information on noise mitigation measures.

Generally, staff are satisfied the proposed application achieves key desirable community
design principles such as good architectural design, enhanced trail system with views to
natural areas, the establishment of a gateway features at the south end of Caledon East
and the achievement of pedestrian friendly local streetscapes within the Draft Plan.

At this time, Town staff are unable to recommend support of the proposed applications as
there is insufficient information to establish the Current Proposal is in keeping with the
following policies of the Town’s Official Plan:

- The Current Proposal does not comply with the Servicing policies in Section 7.7.16
  of the Caledon East Secondary Plan, which require new development to comply
  with current Town Standards and to ensure stormwater management facilities will
  not adversely affect downstream conditions;
- The proposed stormwater pond is located within the Prime Agricultural Area designation and, subject to Section 5.1.1 of the Official Plan, is to be protected and promoted for agricultural uses and normal farm practices;
- Section 5.15 of the Official Plan only permits new or expanded public uses (i.e. stormwater management ponds) that conform to the Greenbelt Plan, which has not been established by the Applicant to the satisfaction of Town and Regional staff.
- The Community Design Principles listed in Section 7.7.4.1 of the Secondary Plan seek to limit the use of noise walls along Airport Road whereas the noise mitigation requirements have not been confirmed at this time.
- The heritage resource policies in Section 7.7.14 of the Secondary Plan encourage conservation of historical buildings, including existing heritage farm houses, within new development and Section 3.3.3.6.3 of the Official Plan permits the use of density bonusing to conserve cultural heritage structures. The Applicant has not provided the necessary documentation to support the retention, relocation and reuse of the historical farmhouse for a pumping station.

Agency/Department Consultation
The subject applications were circulated to external agencies and internal departments for review and comment. To date, the Region of Peel, Town of Caledon and Toronto and Region Conservation Authority cannot support the proposed applications and have been granted Party status by LPAT.

Public Meeting
Two statutory public meetings were held on April 3, 2018 and September 17, 2019. In accordance with the requirements of the Planning Act, property owners within 120 m (400 ft.) of the subject lands and those requesting notification were advised of the Public Meetings and an advertisement was placed in both the Caledon Citizen and Caledon Enterprise in advance of those meetings. In addition, the Town organized resident meetings in September, 2017 and January, 2019.

The following questions, concerns and comments were raised at the Public Meetings:
- Is there adequate water supply to support the proposed development?
- Traffic safety, particularly considering the number of students walking to school, waiting for a bus or frequenting Foodland
- Trail should go under or over major roads
- Concerns that traffic will cut through existing Mountcrest/Valewood community
- Undue strain being placed on Mountcrest through the proposed extension – should be removed
- Pedestrian safety, particularly through Mountcrest/Valewood
- Concerns about construction timing and impacts (dust, noise)
- More details about the trail system – paved trails?
- Truck pollution associated with increased traffic lights
- Want to see great design of the subdivision, more diversity in housing types, creativity
- How can seniors be better serviced, possibility of senior bungalows?
- Concerns about the stormwater management pond – size, location
- Housing along Airport Road is too close to the road, unsafe for families
- Improved park and connections
- High density shouldn’t feel like it’s high density
- Park location shouldn’t move and instead tie into existing larger park system
- Buffer/Transition to Valewood Residents:
  - Enhance the buffer to Valewood by creating a trail link, protecting wildlife, preserving trees
  - Drainage and windbreak concerns
- Clarification needed in terms of the amount of developable lands
- Transparency of the process – what is going to a public meeting versus what Council see
- Too much density with too narrow of lots
  - No justification for increase, no place for people to go when they’re sick
- Taxes in Caledon will increase
- Industrial uses should be included – area does not need more residential development, needs industrial and commercial development (tax base)
- Fire and safety service concerns
- Parking concerns – garages are too small for large vehicles, longer driveways needed
- Lands should be provided for affordable senior housing
- Park locations should be central
- Trail system should include wayfinding signage
- Should be multiple smaller parks instead of one large park
- Bicycle paths are needed
- A second public meeting is required
- Heritage home(s) should be retained, piece of Caledon’s history
- Traffic should be redirected outside Caledon East
- Impacts to Oak Ridges Moraine
- Farming hazmats and pesticides should be mitigate and safely disposed
- Will there be accessibility options?
- Intent of future development block on north side of Street A?

The Applicant provided a response to the comments received at the first public meeting, which have been available on the Town’s website.

FINANCIAL IMPLICATIONS

The properties are assessed as Farmland ($3.3 million current value assessments (CVA)), and Residential ($0.72 million CVA). The Town’s shares of taxes levied, based on combined current value assessments is approximately $7,100.

The proposed developments are for between 654 and 667 residential dwellings. If the developments were to take place as proposed, the taxable assessment values would change to reflect the developments that would have taken place. Applicable Development Charges will be:

1. Town of Caledon:
   (a) $30,435.76 per single/semi-detached/duplex residential unit; and
   (b) $23,171.33 per townhouse residential unit.

2. Region of Peel:
(a) $54,966.42 per single/semi-detached/duplex residential unit; and
(b) $45,029.96 per townhouse residential unit.

Effective February 1, 2016, the Region began collecting directly for hard service development charges (i.e. water, wastewater and roads) for residential developments, except apartments, at the time of subdivision agreement execution.


4. Go-transit:
   (a) $564.97 per semi-detached residential unit; and
   (b) $564.97 per townhouse residential unit.

The Development Charges comments and estimates above are as at October 7, 2019 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. 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 - developing housing diversity in the community

Connected Community - promoting age-friendly communities

ATTACHMENTS

Schedule “A” – Location Map
Schedule “B” – Aerial Map
Schedule “C” – Applicant’s Proposed Official Plan Amendment
Schedule “D” – Draft Plan of Subdivision (Current Proposal), prepared by Design Plan Services Inc., dated May 16, 2019
Schedule “E” – Applicant’s Constraints Analysis Map
Schedule “F” – Applicant’s Proposed Zoning By-law Amendment