
HALDIMAND COUNTY

Report PDD-17-2020 Information Report – Applications for Gateway Commercial (Caledonia) Ltd.

For Consideration by Council on June 16, 2020



OBJECTIVE:

To inform Council regarding applications for a Draft Plan of Subdivision and Official Plan and Zoning By-law amendments that were submitted to facilitate a residential and commercial development in Caledonia known as Caledonia Gateway and conduct the statutory public meeting.

RECOMMENDATIONS:

1. THAT Report PDD-17-2020 Information Report – Applications for Gateway Commercial (Caledonia) Ltd. be received.

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EXECUTIVE SUMMARY

Applications for a Draft Plan of Subdivision and accompanying Official Plan and Zoning By-law amendments have been submitted by Gateway Commercial (Caledonia) Ltd. to facilitate a residential and commercial development in Caledonia. The proposed development will consist of a total maximum of 1,255 units and commercial space as outlined below:

- single detached dwellings with a maximum yield of 439 units;
- street fronting town homes with a maximum yield of 149 units;
- three blocks with a proposed maximum build-out of 667 units, consisting of townhomes and apartments; and
- a commercial block proposed for approximately 12,000 square metres (130,000 square feet) of commercial space Park and open space.

The subject report advises Council of the details relating to the draft plans of subdivision and accompanying Official Plan and Zoning By-law amendments. The subject report is intended to assist Council in understanding the potential impacts of the proposal and provide an opportunity for public involvement and engagement in the planning process.

BACKGROUND:

Location and Description

The subject lands are located at the southwest corner of Argyle Street and Haldimand County Road 66

and are described as Range 1 East of Plank Road, Lots 8 and 9, Registered Plan 18R7464, Urban Area of Caledonia, Geographic Township of Seneca, known municipally as 600 Argyle Street North, 26, 80 and 132 Haldimand Road 66 (Attachment 1).

The lands are comprised of previously separate lots that have been merged into one parcel. The lands are generally flat in nature and previously used for agricultural purposes. Two single detached dwellings are located on the site which front Haldimand Road 66, these are to be demolished in order to facilitate the proposed development.

The lands to the north consist of a mix of uses including Drummond Manufacturing and TN Welding & Mechanical Ltd., six single detached dwellings, as well as Gateway Church. Immediately south of the site is the former Georgia Pacific Gypsum plant site which has not operated since 2015 and has seen most of the buildings now removed as a prelude to redevelopment. The lands to the east of the site consist of the 'Avalon' subdivision which will consist of approximately 2,718 units upon full build out and the lands to the west across Highway 6 is the industrial subdivision with main uses being, manufacturing, light industrial and commercial uses. The subject lands contain the tributaries of Seneca Creek across the southern portion of the subject lands and a significant woodland has been identified, east on the site as well. Chippewa Trail is located to the northeast of the site and the proposed development will incorporate connecting trails as part of the Master Trails Plan for Haldimand County.

Evolution of the Subject Proposal

The proponents began preliminary discussions with the County in May of 2018. Subsequent meetings with staff and the proponent led to a formal pre-consultation meeting on October 18, 2018. An application was submitted on April 10, 2019 and processing began. Several additional studies were required and provided in early part of 2020 to allow for full assessment of all project components to take place.

The full submission including all outstanding reports were received by the County January 30, 2020.

Staff note that discussions related to the 'Caledonia Gateway' subdivision have also included preliminary discussion of future development opportunities for the 'Georgia Pacific' lands to the south. All design for 'Caledonia Gateway' has taken into consideration the potential for development to take place on those abutting lands, including road networks and connectivity, even though no formal applications have been received to date.

Subject Application/Development Proposal

The proposed development referred to as 'Gateway' continues to be reviewed by staff, with the overall proposal to facilitate residential and commercial development in Caledonia as seen in the Draft Plan of Subdivision and Concept Plan (Attachments 2 and 7). The **residential component** consisting of a maximum total yield of 1,255 residential units. That unit total is composed of:

- Single / semi-detached units with a maximum yield of 439 units;
- Street townhome units with a maximum yield of 149 units;
- Block 43 (Attachment 4) is proposed to consist of condominium townhomes with a maximum yield of 113 units;
- Block 44 (Attachment 5) is proposed to consist of freehold townhomes and apartment units with a maximum yield of 204 units; and
- Block 45 (Attachment 6) is proposed to consist of apartment units as part of mixed use development with a maximum yield of 350 units.

While the maximum anticipated yield is noted as (tallies to) 1,255 units, the proponent (Empire) anticipates the total at project build out to be 884 units. This is the experience with all of their projects (including Avalon) – i.e. there is a 'maximum' yield which they could achieve if every single unit/lot were to be the smallest possible size. However, experience proves that never happens and the market

evaluation completed leads to the 'anticipated' total, which again is 884 units, which is the yield used to calculate servicing allocation for the project.

The **commercial component** consists of 12,000 square metres (130,000 square feet) of commercial space within the proposed commercial block at the west end of the site. The proponent is proposing a range of commercial uses that include; supermarket, general merchandise stores, restaurants and neighbourhood services. This will be spread over 5 buildings, six mixed use buildings and will include a public square suitable for gathering and general use. The majority of the mixed use buildings will be one to three storey in height, while the buildings fronting onto 'Street C' are proposing up to a maximum of six storeys as seen attachment 8.

The proposed development will have access from Haldimand Road 66 and a connection to the property to the south and the potential future subdivision development on the Georgia Pacific (GP) lands, which will then have an access point on Argyle Street. Attachment 3 illustrates the location of the subject lands relative to the neighbourhood to the south and the Avalon development to the east. A new parkette (Block 46, measuring 0.26 hectares/0.6 acres) will be provided east of 'Street I' and west of Block 56. The parkette will be conveyed to the County. As a future condition, Staff may request that cash-in-lieu for parklands be provided until such time the park is deeded to the County. This ensures that parkland is addressed. As shown in the attachment 3, a preliminary design concept for the GP lands to the south (to potentially be developed by Empire) shows additional residential development and a major recreational lands component, including sports fields and buildings. The subject development would benefit from such a project and is being planned to have direct connections into the GP property to enable that future potential benefit and community connectivity.

The proponents are also proposing two stormwater management ponds through the site that will function to serve the development and be integrated in with the green space as well as seen in attachment 7.

The Process

The purpose of the subject report is as follows:

1. Advise Council of the details relating to the subject application (as described above);
2. Provide a summary of the key planning and development issues, including results of agency/division reviews and a detailed staff analysis to the matters;
3. Describe the next steps in the process; and
4. To hold the public meeting to provide an opportunity for community stakeholders to identify issues and to provide comments relative to the proposed subdivision, official plan and zoning applications.

The presentation of an information report in advance of a recommendation report is a standard approach implemented by the County for applications that are identified as complex and/or those that would have a significant interest to the members of the community. This approach ultimately allows the formal public meeting to be held and any public input to be received and considered in advance of preparing staff recommendations on the merits of the proposal. In this circumstance, there is a need to fully understand and manage the issues relating to a development of this scale and in this location. This approach, which works as an opportunity for the identification of any issues early on in the process, is invaluable as it allows for early public engagement in the planning process. This early engagement allows for up-front identification of any potential development issues and the opportunity for such to be addressed prior to a recommendation relating to the principle of land use (i.e. the Official Plan amendment and re-zoning application) coming forward for Council's consideration. This will ensure that Council has full and complete information available prior to making a decision. Public notice of this proposal was provided via a notice of complete

application on March 4, 2020 and a Notice of Public Meeting for this information was provided to neighbouring properties for this meeting. No private open house has been held to date but is in the process of being planned by Empire.

ANALYSIS:

The key planning issues that will be assessed by staff as part of their recommendations to Council on the principle of land use and draft plan considerations are summarized as follows:

Land Use – Consistency with Provincial and County Policies

The Provincial Policy Statement 2020, Growth Plan, 2019 and Haldimand County Official Plan (OP) all set out various matters that need to be accounted for in relation to large scale development proposals such as this. In this regard, the following matters will need to be assessed as they relate to the proposed development:

i. Residential Land Use:

All three (3) policy documents speak to the need for efficient development and land use patterns, directing growth to appropriate locations (i.e. urban settlement areas), ensuring the provision of an adequate housing supply and logical expansion/provision of services. All of these general policy directions have been assessed and provide a general interpretation below. In addition, the proposal is compatible in terms of its ability to meet minimum density targets as it relates to persons/jobs and units per hectare, as well as the suitability of the housing mix as it relates to historical and forecast demands. Lastly, the timing and phasing of the development is appropriate supply for the marketplace.

Official Plan Policies

i. Criteria for Medium and High Density Development:

The subject proposal contains medium density development (i.e. townhouses, apartments). The OP contains a series of criteria that are to be used to assess such development. Planning staff have completed a review of the associated development criteria to ensure this component of the project is appropriate.

a) the effect of the development on the overall housing needs of the community;

Planning Comment: The proposed development will assist in addressing the varied housing needs of the community of Caledonia. Caledonia is anticipated to attract new residential development across a range of housing products by price and structure type, and accommodate the majority of growth within the County, accounting for approximately half of the residential development within the entire County. The Population, Household and Employment Forecasts Update, concluded that the demand for townhouse dwelling units and apartment units is expected to increase in line with demographic trends and decreasing housing affordability as the prices of low density units continue to increase. Planning staff have no concerns as unit growth is to be measured across the entire County. The subject development is anticipated to fulfill and satisfy a portion of the increased need and demand within Caledonia for a variety of medium and high density units.

b) the effect of the use on neighbouring residential development with respect to the density, form, height and arrangement of buildings and structures;

Planning Comment: The lands to the east were approved in 2014 for Avalon and McClung South in 2019. However, there is no other significant residential development that abuts the site. The proposed development will benefit from the proposed school, local shops, trails, parks, and open

space system being developed as part of neighbouring Avalon development. There will be commercial, open space and parkettes on site that will benefit this project, but also benefit Avalon and the boarder community. Also, the proponents submitted Urban Design Guidelines and the development will have a similar appearance to the dwellings in Avalon which includes articulated building entrances and porches on each dwelling, recessed garages, and a varied mix of home models and elevations. The subdivision agreement will ensure the Urban Design Guidelines are adhered to.

- c) the ability of the site to provide adequate parking facilities for the use in a manner that does not compromise the provision of other amenities and facilities such as outdoor common areas, landscaped buffers, garbage storage enclosures and emergency vehicle access;

Planning Comment: A minimum of two parking spaces per townhouse dwelling unit will be provided and 1.5 per apartment as per the requirements of the Zoning By-law. Also, all townhouse units will have a garage which will provide additional parking opportunities for those lots where double length or width driveways are installed. As part of the overall development and draft approval of the subdivision, an on-street parking plan will be required and implemented through build out. The final lot and unit count will depend, among other items, on the ability to provide on-street parking within the subdivision as on-street parking is affected by both lot frontages and driveway locations. Future blocks requiring site plan approval (apartments) will have parking reviewed at that time. In terms of emergency vehicle access, this will be by way of a municipally maintained public street system as in any typical subdivision.

- d) the proximity of the use to arterial or collector roads in order to reduce the need to direct additional traffic to local streets within stable, low density residential areas;

Planning Comment: The proponent submitted a Functional Servicing Report and Transportation Assessment, both prepared by WSP Canada Ltd. (WSP) as part of the complete application package. Street A, Street B and Street C will act as collector roads to Haldimand Road 66 and Argyle Street which are arterial streets as seen in attachment 7, showing the overall road network. While some traffic will infiltrate the neighbourhood to the south, WSP recommends the following traffic calming measures be utilized:

- ensuring necessary improvements at the intersection of Haldimand Road 66 and Highway 6 are undertaken such that delays are prevented (as delays encourage motorists to look for short cuts); and
- monitoring traffic volumes once the development is occupied to determine if additional traffic calming measures are required.

Overall, staff are satisfied that while there likely will be some impact, it will not be detrimental and will be mitigated through synchronization of signals. Conditions of approval will be in place to ensure these measures are implemented.

- e) the proximity of the use to public parks and other open space amenities and pedestrian access to these amenities; and

Planning Comment: The proposed development includes open space as well as parkettes for the use of the patrons located to the south of the site. A network of trails are also proposed around the open space that will connect to the Chippewa Trail. The future development of the Georgia Pacific site will also incorporate regional parks that will provide the major park space for this development including a number of fields for recreational purposes. Additionally, a key requirement is the construction of a sidewalk along Highway 6 that will help integrate a connection within the community. Therefore, staff are satisfied with the proposed parkettes and open space provided the future major park space is developed as proposed.

- f) the adequacy of community services and facilities, including special needs facilities, to accommodate the needs of the residents of the use.

Planning Comment: Caledonia is a viable centre with a number of community oriented services and amenities. The development is anticipated to add to the overall growth of the town, and not have any detrimental impacts relating to service provision. All services in Caledonia will be accessible for residents of this subdivision and are conveniently accessible due to the compact nature of the community. The subject applications were circulated to the Grand Erie District School Board and the Brant-Haldimand-Norfolk District School Board and no objections were received.

Overall, Planning staff is satisfied that the proposed development is compatible with existing and approved development.

ii. Greenfield Density:

In terms of density proposed, the proponent has calculated density targets with the maximum build out which resulted in 82.9 of person and jobs per hectare. The density targets apply County-wide and do not account for the settlement area in which they are located or local nuances (i.e. Townsend, Jarvis, Hagersville, Caledonia, Cayuga, or Dunnville). It is appropriate to vary density targets in response to development type, community character, and servicing capacity. To that end, the development will be located within Caledonia which has exemplified a higher density of development than other settlement areas in the County due to the different market demands it has experienced (i.e. demand for more compact development, for townhouses, and low rise apartments). Further, the development will be adjacent to the Avalon development which is higher density in nature and there will be servicing capacity available to accommodate the development. Gateway Caledonia will contribute towards Haldimand County achieving a greater level of population density and more efficient form of land use, which is the underlying intent of the Growth Plan and OP while still recognizing the nature of the community in which it is proposed.

Of note, staff have completed an independent analysis to corroborate the developer's submission and have determined that it is accurate. Planning staff is satisfied that the proposed development meets the Growth Plan density target and OP standards. As was be discussed in the previous section, the final lot and unit count will be dependent upon the ability of the subdivision to accommodate on-street parking, among other items.

The County's experience with the lotless block approach/flexible zoning standards that permit a range of use types is that the maximum density will not be realized. To ensure compliance with the Growth Plan and Official Plan density targets, a draft plan condition will be included to ensure the minimum density is achieved. This is the same approach as was undertaken with Avalon.

iii. Conversion of Employment Lands:

All three (3) policy documents set out protectionist policies for employment lands. The subject proposal includes re-designating lands from Urban Business Park (a type of employment land designation) to Residential, Community Commercial and Hazard Lands. The parcel is characterized as 'non-core' which permits it to be considered for another type of land use subject to appropriate justification being provided. To assist in determining the acceptability of the proposal and the impacts to the current policy framework, the applicant has submitted an Employment and Residential Land Needs Analysis and Retail Analysis completed by Urbanmetrics. The reports provide support that the commercial development will aide in the surplus of commercial lands that Haldimand County currently has. This has been concluded as part of the land supply analysis completed for the County by Watson & Associates. The commercial development will lessen the employment surplus from 127 to 73 hectares overall and increase residential from 402 to 450 hectares. The analysis focuses on the policies set out in the Official Plan for employment conversions with the following criteria:

- a) The land is not required for employment purposes over the long term;
- b) There is a greater need for the conversion to the non-employment use;
- c) The County will meet its employment forecasts including the activity rate target established in the Official Plan;
- d) The conversion will not adversely affect the overall viability of the remaining Major Industrial, Industrial, Urban Industrial, Urban Business Park, Business Park or Business Park/Commercial designation;
- e) The conversion will not adversely affect the achievement of other policies of this Plan including the minimum density in designated greenfield areas and the intensification targets of this plan;
- f) The conversions will not adversely affect conformity with the Master Servicing Plan(s) prepared by the County;
- g) No land use conflicts are created and provincial guidelines with respect to noise and air quality can be met; and
- h) There is existing or planned infrastructure to accommodate the proposed use.

Planning Comment: The report supports the above criteria and will aid in providing commercial development to the proposed development as well as the neighbouring Avalon development. The findings based on the analysis of land needs concludes that there is a surplus of employment lands. In speaking of long term need there is an improvement with the conversion of employment lands to commercial and residential. With the north half of the subject lands previously designated for employment but with a site specific policy area to allow for large big box retail stores, previous land use decisions have effectively rendered the site unlikely to be developed for employment uses. Additionally, given the natural hazards and undermined areas, the reports concluded that industrial uses would be difficult to establish on site for both the subject lands and the Georgia Pacific lands to the south. This is due to limits these constraints would place on building configuration and also due to larger setbacks that would be required (when compared to residential for example). Additionally, the County is finalizing an Urban Growth Strategy as part of Phase 1 of the Official Plan update that focuses on consolidating lands at the northwest corner of Haldimand Road 66 and Highway 6. The Strategy promotes how a comprehensively planned business park has a significant higher chance of success. Therefore, the development is consistent with the Urban Growth Strategy as well as the Economic Development Strategy. Based on the foregoing, the conversion of employment lands will have no negative long term impact within the County, allowing for a complete development and maintaining density of people and jobs per hectare as previously mentioned in the report and will have no negative impact on Major Industrial Parks or other industrial areas.

iv. Natural Features:

The subject lands have been identified as having hazard land features on the southern portion of the site which is represented by the tributaries of Seneca Creek. All of the policy documents contain guidelines emphasizing the importance and requirements for the long term protection and preservation of natural environment features (e.g. fish habitat, wetlands, woodlands, valleylands, etc.). Due to the presence of woodlands and the tributaries of Seneca Creek and associated floodplains, a detailed review of the potential impacts on such elements is underway. To assist in determining the acceptability of the proposal and how it aligns with current policy framework, the applicant has submitted Water Balance Analysis, Floodplain Management Design Brief, Stormwater Management, Environmental Impact Study and Hydrogeology Study, prepared by WSP Canada.

v. Environmental Impact Study (EIS):

The EIS consists of surveying the lands to identify and characterize the natural heritage features, identify any species of concern, vegetation, wildlife and aquatic resources. Site walks and examinations were conducted onsite within the presence of GRCA and County to provide confirmation of woodlot driplines and wetland buffer areas. The EIS thus defines and recommends

buffer setbacks of 15 metres from the woodland drip line, a minimum setback of 15 metres from wetlands and a one metre from the hedgerows. Fencing, plantings and natural signage are other key aspects proposed as part of providing a natural buffer and delineating the minimum setbacks from the features identified. The revised EIS has been provided to the County and the GRCA for further review.

vi. Water Balance Analysis and Stormwater Management:

As a result of initial review of the Water Balance Analysis and Stormwater Management Design, the GRCA had concerns with regard to the amount of water being discharge to Seneca Creek. The analysis has been revised to address concerns by providing a feature-based water balance for the woodland and monthly analysis to monitor changes throughout the year. Additionally, further measures to control the run off will be defined during future design. This is under review.

vii. Floodplain Management Design Brief:

Empire has provided a Floodplain Management Design Brief in response to initial concerns from the GRCA. The GRCA indicated they had concerns with the delineation of the floodplain and questioned the removal of the creek through Block 44 of the proposed development. As part of the second submission, further analysis was provided to explore three alternatives to increase capacity across the rail corridor, the options include removing the culvert and reinstatement of an open channel, second is replacing with a larger culvert and third, lowering the embankment of the corridor. As most of the work to be done is in and around the CN rail Corridor, Staff and the proponent are in discussion with CN with regards to possibility of transferring those lands for infrastructure purposes.

The Grand River Conservation Authority is the lead in reviewing the suitability of the above noted studies and whether the subject proposal properly respects, minimizes impacts and buffers the natural features that exist on the lands. The revised documents are currently under review by the GRCA.

viii. Archaeological:

The PPS, Growth Plan and Official Plan also reference the importance and requirements for archeological features to be fully assessed. The proponents have submitted a stage 1 and 2 assessment to the Ministry of Tourism, Culture and Sport. The assessment concluded that there are some areas which required further assessments and that work (stage 3) was completed with representation from Six Nations of the Grand River and Mississaugas of the Credit First Nation on site. Staff will ensure that the required stage 3 assessment and any subsequent investigation is address through conditions of the subdivision.

ix. Compatibility of Land Uses:

Industrial Operation

There are existing industrial operations north of the subject lands, located on Haldimand Road 66, known as Drummond Manufacturing and TN Welding & Mechanical Ltd. Both properties are relatively small in nature, with Drummond Manufacturing's building being approximately 1,225 square metres (13,185 square feet) in size and TN Welding's building approximately 600 square metres (6,458 square feet) in size. Both properties are also surrounded by a significant woodland area. The Ministry of Municipal Affairs and Housing acknowledge that the aforementioned industries would not provide a conflict between the proposed sensitive land uses since the proposed site design locates residential uses outside of their influence area. Staff concur with this assessment.

The industrial uses to the west of the site are located on the west side of Argyle Street and consist of Ancaster Tool Company Inc. at approximately 2,000 square metres (21,527 square feet) in size and Oneida Movers which is mainly used for storage of trailers and does not contain a structure. Due to the proximity of the operations to the proposed development, the Ministry of Environment's

(MOE) D-Series Guidelines relating to land use compatibility, in particular D-6 (Compatibility between Industrial Facilities and Sensitive Land Uses), are applicable. Albeit, the Ministry of Municipal Housing and Affairs, noted that as a result of site design, the sensitive land uses are located to the eastern portion of the lands while commercial is located to the western portion, thus sensitive lands uses will not be negatively affected by the neighbouring industrial uses.

As the project applications and final layout are still being worked through, the potential impacts of industrial uses as it relates to any plan modifications would be addressed prior to the recommendation report coming to Council. Any required mitigation or notices/warnings for development could be addressed as conditions of any potential approvals and could include alerts registered on title for the affected lots of the development.

Undermined Areas

The Official Plan has identified a small portion of the site around Seneca Creek, southwest of the site as being impacted by historic mining. The applicant has provided a memo prepared by Golder Associates Ltd., which has also been submitted to the Ministry of Energy, Northern Development and Mines (MENDM), that suggest that no lands will be impacted by potential mine crown pillar failure. Staff will ensure that any setbacks, conditions or warnings are incorporated as conditions of the subdivision. The MENDM is reviewing this material and working towards response.

x. Development Design:

Recognizing that once built, a development will be in place for decades, it is important to promote design excellence in terms of function (how something works), order (how things are placed/sequenced on site), identity (how something connects within context of its surroundings; how recognizable a space/place is) and appeal (how people feel about it/are attracted to it/continue to come back to it). The point is that the way something 'looks' and 'works' can be as important, if not more important than the land use itself. The design of the subdivision is being reviewed to ensure the layout and appearance features are desirable and befitting of the community of Caledonia and the County as a whole. In this regard, the following 'design elements' are being assessed by staff:

Mixture and Location of Uses

- a) Mix of uses – some of the key elements to review/assess include: does the subdivision represent an appropriate mixture of uses; are subdivision uses in compatible locations; how will six storey buildings be integrated and designed to have minimal impact on adjacent lands; is the subdivision suitable in this location (in context of adjacent lands); etc.
- b) Location of key features (parks, trails, stormwater facilities) – some of the key matters to address include: are these features in the right locations to best service the subdivision/larger community; do key feature locations present any compatibility issues with their surroundings; etc.

xi. Landscaping:

A landscaping plan was not part of the initial submission of this draft plan of subdivision, but landscaping and tree planting requirements will become part of detailed design submissions moving forward through conditions of approval. This is a standard requirement for all plans of subdivision and undergoes review by the County's Roads Operations and Facilities, Parks, Cemeteries & Forestry Operations Divisions. Review of formal landscaping and tree plans is undertaken to ensure suitability of the plans from the standpoints of design, species mix and maintenance. Upon approval of all landscaping details, detailed cost estimates are provided and the County collects securities which are held until such time as the landscaping is completed and takes within its environment. It is anticipated that the plans will be in keeping with those in the Avalon development.

xii. Urban Design Principles:

Armstrong Planning submitted an Urban Design Brief prepared by WSP to include detailed design focused on built variety, mixed-use nodes and open space features. The brief outlines the vision and design guidelines for the subject proposal. The urban design principles are like those in the Avalon development, although some new architectural designs will be prepared for the site; they will be in keeping with the established guidelines. The focus is on convenient access to commercial uses and services, recreation opportunities and how residences are within short walking distance to parks and/or open space. There will be no reverse frontages (where rear yards face a road) within the subdivision which helps to facilitate a strong connection to the street and also positions eyes on the street as a measure of enhancing community safety. As a central design feature, and highlighted within the requested zoning amendment, dwellings are pushed close to the street, creating a sense of community with an increased opportunity for pedestrian interaction. Many of the architectural styles favour a familiar tradition with accessible and usable front porches suited to outdoor living and community interaction. There will be varied, but harmonious, mix of home models and elevations. The subject proposal will have additional guidelines for priority lots, including corner lots, lots facing parks/open spaces, and terminus lots. Additional design details will be required as part of the draft plan conditions, including street trees, community entrances, and lighting.

Recognizing the importance of creating an attractive and functional gateway at Highway 6 and Haldimand Road 66, the commercial node is a main focus that will embody high quality design and landscaping to attract pedestrians and encourage the use of the community space. These would include enhanced landscaping, benches, lighting and safe walkways.

Zoning Provisions

The proposed zoning performance standards for the site will have a direct impact on the appearance, layout, massing (of buildings), etc. As such, the proposed zoning standards will need to be reviewed to determine suitability, relation to functionality, appropriateness within larger community context, etc. These provisions will be developed and presented as part of the recommendation report that is put forward after the Council summer recess.

Development Functionality

As part of assessing the principle of land use, staff are assessing how the development plan will be functional in the context of this specific property setting and the larger County systems (e.g. wastewater, stormwater). Evaluating the technical aspects of the proposed development will provide an indication of what the site can accommodate, what type of infrastructure installations/upgrades are required, etc.

The following key areas are part of the overall application review:

- **Water and Wastewater Services** – it is critical to assess the ability of the current water and wastewater systems to accommodate this project and determine what upgrades are required and when. This is to be addressed through a detailed assessment of the current system as well as a modeling exercise. Both have been completed using the framework constructed as part of the Caledonia Master Servicing Plan. An analysis has been provided as part of the Functional Servicing Report submitted with the application and prepared by WSP Canada. While the development is proposed to be on full municipal services, currently, no municipal sanitary service is located adjacent to the site. The proponents are proposing a pumping station south of the subject lands, to be located on the future Georgia Pacific development. A gravity trunk sewer would extend from the lands to the proposed pumping station. The pumping station is proposed to incorporate over 115 hectares of industrial and employment lands west of the site in addition to the subject lands. The size proposed will also allow for future development north of Haldimand Road 66. With regard to proposed watermains, they will mimic the road network with a looped system. The design of the major infrastructure is such that it will allow extensions to include

lands to the north which are proposed to be included in the urban boundary of Caledonia as part of the Phase 1 Official Plan update. These extensions would be feasible without major retrofits of piping or system design. Environmental Operations has no outstanding concerns with the proposed design and County's Engineering staff are wrapping up their review with no significant concerns or issues identified at this time.

- Stormwater Management/Flood Management – a stormwater management plan has been provided as part of the Functional Servicing Report submitted with the application (prepared by WSP Canada). The revised report focuses on the water balance, water quality, erosion control and water quantity. The applicant is proposing underground chamber system in the mixed use Block 45, along with an oil grit separator unit and isolator rows to address the quality of the water. Although, there are no concerns, the design will be finalized in detail during the site plan control stage. In addition, two stormwater management ponds are proposed that will consist of an infiltration gallery as a Low Impact Design (LID) measure. From a County Engineering review, there are no outstanding concerns. MTO and GRCA are currently reviewing all of the details. Transportation – a Transportation Impact Study (TIS) and a Roads/Grading analysis (latter as part of the Functional Servicing Report) have been provided (both prepared by WSP Canada) and will be reviewed to assess impacts to/integration with the existing road network, suitability of road design (including layout, pavement structure, widths, cul-de-sac usage, linkages), need/timing for improvements (signalization, widening, turning lanes), etc. The traffic impact study has been peer reviewed since a substantial road network is proposed and include accesses off of two major roadways, Argyle Street and Haldimand Road 66. The lands are also located within the jurisdiction of the Ministry of Transportation (MTO), review and development approvals will be required from the MTO.

Upon formal review of the first submission MTO had no objections to the location of "Street A" and "Street C" (see attachment 7 for road network). The proponents are considering two right in and right out locations (attachment 8), one on Argyle Street North and the other onto Haldimand Road 66. MTO's concerns focus on the dual left turning lane onto Haldimand Road 66 and how this may lead to weaving of vehicles. Additional MTO concerns were in relation to the improvement of the intersection of Haldimand Road 66 and Hwy 6/Greens Road, the timing of same and who should be contributing to the improvements. While it was concluded through the McClung South Developments that the intersection would require upgrades, MTO suggests that most of the internal traffic from the Gateway proposal will also utilize the intersection which requires upgrades. The contributions from various developments and the timing of improvements were identified by MTO as major concerns.

In response, the proponents have revised the TIS and have resubmitted the report to MTO for review in conjunction with servicing reports. The revised TIS identifies the improvements related to the Gateway Development, improvements to the Georgia Pacific Development and the McClung South Development (i.e. the 'contributions' of each project). In addition to this, MTO is currently reviewing the proposed signal synchronization between the proposed development and Avalon, the proposed left turn lanes, access point from the development to Argyle Street and Haldimand Road 66. It is anticipated that MTO will, as part of this current review, identify specific timing requirements for intersection improvements. These will need to be addressed as part of the recommendation report that comes forward in the next few months.

- Geotechnical investigation – as noted earlier in this report, a preliminary geotechnical investigation has been provided to assess subsurface conditions and the suitability of such to accommodate/support the proposed road system, infrastructure, buildings, etc. Staff will review the investigation to determine the suitability of the assessment and conclusions.

All of the above technical studies are fundamental pieces for the analysis of a project for this size and scale. A review of these details will also assist in determining the appropriate phasing plan. It will also ensure that any improvements to transportation or servicing infrastructure necessary to support the project are identified and installed by the proponent so as to not have the County 'retrofit' improvements at taxpayer cost in the future.

Additionally, the function of emergency response is a key consideration in the review of this project. The key element in this regard is identifying any future need for a Public Emergency Response Facility (fire, land ambulance, and/or police) in the subject area. Emergency Services staff have confirmed that there is a proposed station behind the Searles Plaza located on Gypsum Avenue. The anticipated completion of the station is 2022.

The subject report is meant to assist members of Council and the public to provide information to fully understanding the potential impacts of this infill project in the existing locational context. It will also allow early public engagement (in combination with the private open house held by the proponent and his team) in the process, identification of potential development issues, and the opportunity to address these prior to a recommendation relating to principal of land use coming forward for Council's consideration.

Next Steps:

It is important to note that this is not a routine proposal and as such while staff will strive to ensure timelines, it is important to ensure the review and recommendations to Council are comprehensive. This has been communicated to the developer. Based on the above, the next steps in the public process are as follows:

- Continued consultation and communication on the Official Plan and Zoning By-law amendment application and Draft Plans of Subdivision with the circulated County Departments as well as applicable external agencies for review and formal comments. Any concerns raised or revisions identified as a result of this process would need to be addressed prior to advancing the Official Plan and Zoning Amendment and draft plan of subdivision applications for a Council decision.
- Planning staff will conduct a detailed review of the proposal in terms of conformity with the Provincial and County policy frameworks. This detailed review will result in recommendations regarding the suitability/appropriateness of the Official Plan and Zoning By-law amendment as well as the draft plans. Comments from circulated Departments and external agencies will also be considered in the drafting of recommendations. Input will also be obtained from the retained consulting team regarding suitable draft plan conditions, phasing schedule, etc.
- Any public comments received as part of this public meeting will be considered and addressed as part of the formal review process. Where appropriate, they will be integrated into the final recommendations drafted by staff.
- A formal report with recommendation will be brought forward to Council with a Public Meeting for the Official Plan and Zoning By-law amendment and request for authorization for the General Manager of Community & Development Services to sign for approval of the Draft Plan of Subdivision. Staff is anticipating bringing a recommendation report forward for the late August Council in Committee meeting.
- If the applications are ultimately approved, the proponent would then commence the technical review and clearance of the subdivision conditions, which would include detailed design work, completion of subdivision agreement, posting of development security, detailed site plan work, etc.

All of the above will ultimately culminate in a formal staff recommendation report regarding the submitted Official Plan and Zoning By-law amendment application and draft plan of subdivision which will be presented to Council in Committee for its consideration at a future meeting. The staff report will

also identify any mechanisms (i.e. agreements, site plan approval, securities, etc.) that may be required to ensure public interest matters and commitments are addressed.

FINANCIAL/LEGAL IMPLICATIONS:

Not applicable.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Location Map.
2. Draft Plan of Subdivision.
3. Overall Concept Plan.
4. Medium Density – Block 43.
5. Preliminary Concept – Block 44.
6. Mixed Use – Block 45.
7. Subdivision Road Network.
8. Street 'C' Access Point.