

April 19, 2024

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**RE: Caledon Strong Mayor Powers – Proposed Zoning By-law Amendment
Lands Between Chinguacousy Road and Hurontario Street (Highway 10), South of
Old School Road, Town of Caledon
Town File Number: RZ 2024-0015C (Area A4)
Region File Number: RZ 24-015C
Related Files: Proposed Official Plan Amendment (POPA 2023-0006)**

Dear Eric,

On April 4, 2024, the Region received a request for comments on a proposed Zoning By-law Amendment to implement the use of Strong Mayor Powers for the lands between Chinguacousy Road and Hurontario Street (Highway 10), south of Old School Road. As part of the request for comments, the Region received a copy of the Notice of Application and Public Meeting, as well as correspondence from Loopstra Nixon to the Clerk which included a copy of the proposed Zoning By-law Amendment.

On April 17, 2024, the Region received a request for comments with a revised copy of the proposed Zoning By-law Amendment for the same lands.

The proposal will create a new community with a variety of land uses through the rezoning of lands from Agricultural (A1) and Environmental Policy Area 2 Zone (EPA2) to various site-specific zones permitting residential, commercial, mixed-use and environmental protection land uses.

Application is Premature

The Region of Peel suggests that this By-law is premature without comprehensive planning (i.e. Secondary Planning) supported by technical studies (i.e. subwatershed study, servicing study, transportation study, stormwater management study, etc.), a Growth Management and Phasing Plan being supported by Council, as well as the lack of infrastructure (i.e. servicing, an adequate transportation/transit network, etc.) being available to service the lands today. In undertaking these comprehensive planning exercises, all stakeholders would collaborate to ensure that the community will be a well-planned and sustainable community with a variety of land uses (including housing types and affordable housing types), community infrastructure (including schools, parks, recreation centres, emergency services, matters of public health, etc.) and hard infrastructure (such as water and wastewater services, stormwater management and a road/transit network). Furthermore, with the

infrastructure improvements required, further discussions on the financing of those services may also required, recognizing some infrastructure is planned for from a Development Charges perspective, to ensure fiscal responsibility for the Town and Region. Finally, the By-law as circulated contains a number of areas of concern and lacks some clarity, zoning standards and holding provisions.

While the Region is a supportive partner in addressing the housing crisis and delivering affordable housing, without fundamentals such as servicing in place, houses cannot be constructed regardless of the approval of a Zoning By-law Amendment like this one.

Despite the prematurity of this application, the Region is committed to working with our municipal partners and has provided additional comments and requests holding provisions as outlined for your review and consideration below. These will help address some of the application's prematurity concerns.

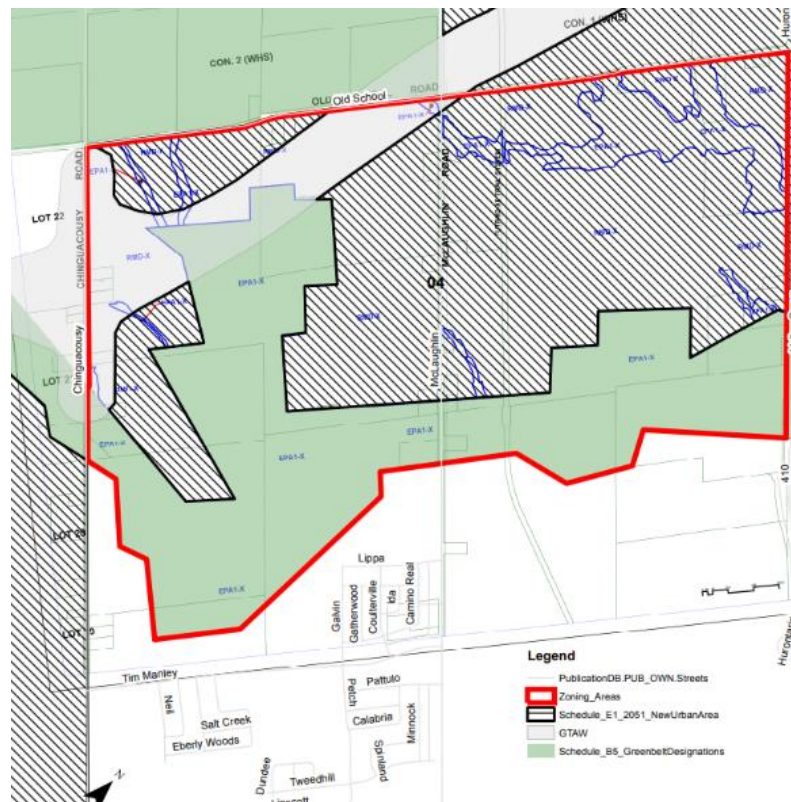
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Rural System – Lands Outside of the 2051 New Urban Area

The proposed Zoning By-law Amendment schedule indicates that lands outside of the 2051 New Urban Area and within the Rural System, will be rezoned for urban (residential) land uses – see image below.



In accordance with the current, in effect, Planning legislation, a municipal comprehensive review (a Regional Official Plan Amendment) is required to expand the Urban System prior

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to the lands being zoned. The proposed Zoning By-law Amendment does not conform to the Regional Official Plan*.

2051 New Urban Area

Through the adoption of the Region of Peel Official Plan*, the subject lands were brought into the Regional Urban Boundary and are identified as 2051 New Urban Area. The 2051 New Urban Area is approximately 4,646 net hectares, comprised of 1,584 net hectares of employment lands and 3,062 net hectares of community (i.e. residential) lands.

The Zoning By-law Amendments (A1 to A8 and A11) proposed through Strong Mayor Powers will rezone a significant portion of the New Urban Area which is planned for development to 2051. Cumulatively, these By-laws will rezone approximately 26% (1,185 net hectares) of all lands within the 2051 New Urban Area and approximately 39% (1,185 net hectares) of the community lands. Individually, this Zoning By-law Amendment will rezone 164 net hectares which results in 4% of all lands within the 2051 New Urban Area and 5% of the community lands.

Town of Caledon staff were partners in preparing the newly adopted Regional Official Plan* and provided comments and input in the development of the Plan and its policies.

For lands within the 2051 New Urban Area, the Regional Official Plan* requires Secondary Plans and Block Plans, as well as that development applications be received and approved to permit development of these new communities.

The Regional Official Plan* policies require that certain matters be addressed prior to approving secondary plans, including the need for Phasing Plans to stage development, a need for a connected transportation system, technical studies such as scoped Subwatershed Studies, Functional Servicing Reports, as well as additional studies required by the Town related to undertaking secondary planning. Although the Region has received notice of a proposed Secondary Plan application for these lands (File No. POPA 2023-0006), the Secondary Plan and its supporting material is not yet satisfactory and has not yet been approved. The requirements of the 2051 New Urban Area policies have not been satisfied.

The proposed Zoning By-law Amendment will not conform to the Region of Peel Official Plan*; however, the Region will continue to work closely with the Town and other stakeholders to address the conformity matters.

**As announced on April 10, 2024, as of July 1, 2024, the Region's statutory powers under the Planning Act will be removed. Once in effect, planning policy and approval responsibilities of the regional municipality will be removed and the lower-tier municipalities will assume primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Instead, per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends it and approval is provided by the Province. Therefore, on July 1, 2024, the current Region of Peel Official Plan will become the Town of Caledon Official Plan and shall be implemented by the Town of Caledon.*

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Town of Caledon Growth Management and Phasing Plan

The Region of Peel Official Plan* requires that the Town complete and implement a phasing plan for the entirety of the 2051 New Urban Area: the Town's Growth Management and Phasing Plan (GMPP). While the Region has reviewed a draft of the GMPP, it has not been finalized.

As part of the development of the draft GMPP, the Region worked collaboratively with the Town to identify the opportunities and constraints for the 2051 New Urban Area, especially as it related to transportation and servicing. The results of those discussions and findings were to be incorporated into the GMPP. To date, the Region has not found the GMPP to be satisfactory, nor does it reflect the requirements of the phasing plan as well as the outcomes on the opportunities and constraints. This matter remains outstanding. The Town has not finalized or received Council endorsement on a Growth Management and Phasing Plan.

The overall development of the 2051 New Urban Area, including the lands subject to this By-law, is to occur in accordance with this future Growth Management and Phasing Plan that is satisfactory to the Region of Peel.

Servicing Constraints

The Growth Management and Phasing Plan and the studies outlined above as required for the 2051 New Urban Area, are essential for the Region to plan for service delivery. The completion of these documents to the Region's satisfaction is imperative to deliver servicing infrastructure in an efficient, financially sustainable and effective manner.

In working collaboratively with the Town, the Region is advancing servicing for the four priority areas identified by the Town in 2023 – Macville, Wildfield, Tullamore employment area and the Mayfield West Phase 2, Stage 3 lands. Servicing of this community requires the extension of sanitary trunk sewers on Chinguacousy Road and McLaughlin Road, as well as construction of a sanitary sewer pumping station within McLaughlin Road's vicinity. The development will also require extension of the existing 600 mm diameter watermain on Chinguacousy Road and extension of a 400 mm diameter watermain on McLaughlin Road. In addition to the construction of a new 400 mm diameter watermain on the proposed east-west collector road (south of Old School Road), 600 mm diameter watermain on Hurontario Street and a 750 mm watermain on Old School Road. Further servicing comments have been provided in response to the related Official Plan Amendment application and are attached to this letter.

In the meantime, the Region is working to finalize an update to the infrastructure master plan that will identify servicing needs and the timing of service availability for the balance of the New Urban Area, which will need to align with the Town's Growth Management and Phasing Plan.

The Region is advancing servicing infrastructure within the Town's borders and upstream and downstream to support all Bill 23 municipal pledges.

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Housing Pledge

Based on previous conversations with the Town, the Region understands that these lands are not required and have not been identified as being necessary to meet the Town's Housing Pledge of 13,000 units by 2031.

Development Application Status

The Town has received a Proposed Official Plan Amendment (File No. POPA 2023-0006) for the lands, which was circulated to the Region for review and comment. The Regional comment letter, attached, indicated that the application was premature and additional information was required.

Specific Comments on the Proposed Zoning By-law

Request for Amendments to the Proposed Zoning By-law

In reviewing the proposed Zoning By-law Amendment, Regional staff request the following amendments to the By-law:

- Prior to the approval of the Zoning By-law Amendment, the area to be rezoned shall be amended to be entirely within the 2051 New Urban Area limits.
- The limits of the proposed Focused Analysis Area of the GTA West Corridor and the limits of the Greenbelt Plan are not shown on the Schedule and should be, similar to other zoning schedules.
- The environmental limits on a site-specific basis have not been examined or substantiated through detailed Environmental Studies, so the limits of the proposed EPA1-X zone cannot be validated. However, as part of the Region of Peel Official Plan*, the Greenlands System (which includes all Provincial Natural Heritage System designations and overlays, Core Areas of the Greenlands System, Natural Areas and Corridors and Potential Natural Areas and Corridors) was reviewed and is identified in Schedule C-1 of the Region of Peel Official Plan*.

As part of the Planning process, it is common for the environmental limits to be refined as more granular environmental studies are completed. As the more detailed supporting studies have not been completed and submitted for review, the limits of the EPA1-X zone should be amended to include the Natural Heritage System as depicted on Schedule C-1 Greenlands Schedule of the Region's Official Plan*. It currently does not.

- Although Zoning By-laws are typically regulatory in nature, the proposed By-law currently indicates that the limits of the EPA1-X zone can be refined through the processing of further development applications. This text would support the ability for the environmental limits to be more broadly captured at this stage (based on Schedule C-1) and then refined through studies, where appropriate, at a later stage. This would more closely resemble the process of how environmental systems are identified and protected through the overall planning process.

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- In accordance with Region of Peel policy 5.4.19.7, development within the Designated Greenfield Area shall be designed to meet or exceed a minimum density of 67.5 residents and jobs combined per hectare. The Region encourages the Town to include a standard reflecting the area's minimum density target.

For additional information, to inform the ongoing planning process for these lands, the Town will need to ensure an upfront plan is in place to meet the density (through secondary plans) and a monitoring plan is to be in place to track density as the applications are received across the Designated Greenfield Area.

- The Region is a supportive partner in addressing the housing crisis and delivering affordable housing options. Typically, though the Secondary Planning and Block Planning exercises affordable housing options are considered and related policies implemented. All stakeholders should be working together to ensure that an array of housing options is available, and that affordable housing is provided within the community. As Secondary Planning and Block Planning has not occurred for this community, the specifics with respect to type and tenure of housing options (including affordable housing) are unknown.

While the Region is supportive of ensuring a broad array of housing types and tenure are available, it is not best practice to isolate housing tenure in such a way as the definition of “Non-Market Housing”, unless there is no other way. In reviewing the various housing typology definitions in the Town’s Zoning By-law, it is not clear that the distinction of tenure in such a way is warranted. The Region would encourage the Town to look at the types of housing permitted (i.e. apartment building, detached dwelling, townhouse dwelling, etc.) and define these unit types in that manner instead. Should the Town continue to define and permit this use, zone standards (i.e. setbacks, building height, etc.) should be incorporated into the By-law for this use. In addition, the use is missing from the “Permitted Uses” column of the Zoning By-law.

- The Region is encouraging the Town to permit a variety of housing unit types in the By-law. The Town should review the existing By-law to identify other unit types permitted elsewhere in the Town which could be added to the By-law. An example would be to include back-to-back stacked townhouses. Should additional uses be added, zone standards (i.e. setbacks, building height, etc.) should be incorporated into the By-law for those uses.
- There is a discrepancy between the uses permitted in the EPA1-X zone and the standards included in the same zone. The standards refer to elements associated with residential uses (swimming pools, porches, decks, garages, etc.). The zone should be updated to remove discrepancies and ensure that the EPA1-X zone has restricted uses to ensure environmental protection of the area.

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- The permitted uses column of the proposed Zoning By-law has a number of uses which are either not defined or categorized in accordance with the Town's Zoning By-law. Please clarify by amending the uses, using the existing defined terms in the Town's Zoning By-law or creating additional definitions. The definition of "Commercial Uses" is extremely general and may be interpreted to mean a variety of land uses which may include uses which are not compatible with residential uses such as industrial uses. These uses would also require setbacks, parking standards, general provisions, etc. and may require further review, consideration and comment from the Region.

- In accordance with Region of Peel policy 5.4.19.7, development within the Designated Greenfield Area shall be designed to meet or exceed a minimum density of 67.5 residents and jobs combined per hectare. The Region encourages the Town to include a standard reflecting the area's minimum density target.

For additional information, to inform the ongoing planning process for these lands, the Town will need to ensure an upfront plan is in place to meet the density (through secondary plans) and a monitoring plan is to be in place to track density as the applications are received across the Designated Greenfield Area.

- The applicant is encouraged to explore the opportunity for co-locating a licensed childcare centre within the proposed development. The Region notes that Day Nursery and a Private Home Day Care are not permitted uses within the RMD-X zone and would encourage the Town to consider adding this use.
- With more urban forms of development, it is common to see an increase of rear lanes, private roads, etc. These street types often come with reduced right-of-way widths which has proven to be a challenge for waste management collection vehicles. These vehicles require a minimum right-of-way width of 6 metres and the vehicles can only collect from the right-side of the vehicle. There is also a turning radius for these vehicles which must be designed for too. Regional staff note that the proposed Zoning By-law Amendment identifies lanes and therefore are requesting that Town staff consider adding a standard to the RMD-AX zone which requires a minimum width of 6 metres for a private road/street or lane.
- In Paragraph 2 of the By-law, when referencing the zones the lands are to be rezoned to, reference should be made to the full zone including the Holding.
- Paragraph 5 of the By-law refers to the date that the By-law shall come into full force and effect. This date is proposed to be the date that the Future Caledon Official Plan (or the portions thereof affecting the lands shown on the schedule to the By-law) comes into full force and effect.

In the circulation dated April 17, 2024, Town staff indicate in the email: "Please note that except for A10, all of the applications will require the completion of secondary plans with supporting studies, to conform to the Official Plan". This is not specified anywhere within the By-law. If the Town intends on requiring Secondary

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Planning, this should be indicated through a Holding provision in the proposed Zoning By-law Amendment. The Region has asked for this provision.

However, in noting that Town staff intend on requiring a Secondary Plan for these lands (although not expressed in the By-law) and noting that there is a paragraph of the By-law which delays the date that the By-law comes into full force and effect, Region of Peel staff request that this provision of the By-law (paragraph 5) be amended to reflect the date a Secondary Plan for the community is in full force and effect.

Alternatively, rather than bringing forward the By-law for approval on April 30, 2024 as intended, the Town could bring forward the By-law after the Future Caledon Official Plan and Secondary Plan are in full force and effect and therefore the provision would not be required.

Request for Holding Provisions

The Region is requesting Holding (“H”) provisions be applied to the entirety of the lands subject to RZ 2024-0015, by applying a Holding to each of the zones: RMD-X-H-XX and EPA1-H-XX.

While at first glance it may appear that the EPA1-X zone would not warrant an “H”, there are specific uses and definitions which would provide permissions for certain types of infrastructure (defined broadly) to be constructed prior to the holding provisions being satisfied. In addition, the limits of the EPA1-X zone likely do not reflect the boundaries of the environmental lands as explained in this letter.

As outlined above, although Town staff have indicated that a Secondary Plan would be required for these lands, it has not been included as a Holding provision in either version of the proposed Zoning By-law Amendment the Region has reviewed.

- The existing Holding provisions in the proposed Zoning By-law Amendment do not sufficiently address the requirements to be satisfied prior to the Holding symbol being lifted. In addition, the timing of the Holding condition 4.a. is unclear:
- Does “approval of Draft Plan of Subdivision has been issued” mean draft approval or does it mean approval of the M-Plan?
- The status related to Site Plan described as “a Site Plan Approval – Final Summary Letter” is not a status under the *Planning Act* and can be loosely interpreted or may become null if the Town choose to improve its Site Plan Approval process.
- With respect to the statements that Environmental Policy Area zone can be adjusted, how would public agencies, the public, stakeholders, etc. learn of this adjustment and the changes to zoning such as permitted uses and standards and how does this affect enforcement?

In consideration of the lack of Secondary Planning, Block Planning and development applications, together with supporting material and completion of the Growth Management and Phasing Study, the Region is requesting a number of holding provisions to ensure that

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the community is developed effectively. The requested holding provisions are summarized at a high level below, with their specific content identified further in this letter:

- The first holding provision (comprised of subsections 1.a to 1.f) ensures that a Secondary Plan is completed, and submitted with the supporting information required in Region of Peel policy 5.6.20.14.17*. Recognizing that the planning authority will change as of July 1, 2024, it is not necessary that the Region be included as being a “satisfied” party in this condition.
- The second holding provision ensures that a Block Plan is completed in accordance with Region of Peel Official Plan policy 5.6.20.12)*. Recognizing that the planning authority will change as of July 1, 2024, it is not necessary that the Region be included as being a “satisfied” party in this condition.
- Recognizing the importance of Regional service delivery, the third holding provision (comprised of subsections 3.a and 3.b) ensures that the Town’s Growth Management and Phasing Plan (GMPP) is found to be satisfactory to the Region, receives Council endorsement and that the proposed secondary plan and further planning approvals reflect the GMPP. Similarly, the fourth holding provision ensures that the satisfactory Development Staging and Sequencing Plan for the Secondary Plan area is found to be satisfactory to the Region and that the proposed secondary plan and further planning approvals reflect the Plan.
- The fifth holding provisions looks to ensure that financial obligations required to deliver this community is shared among stakeholders appropriately.
- The sixth holding provision (comprised of subsections 6.a to 6.d) speaks to the requirements for delivering water and wastewater services in a timely, financially sustainable and effective manner.
- The seventh holding provision (comprised of subsections 7.a to 7.d) speaks to the requirements for ensuring a successful transportation network, including transit delivery.
- The eighth holding provision seeks to ensure that lands required for the delivery of Regional services, including public health, emergency services, water and wastewater services and affordable housing, are dedicated to the Region.
- The last two remaining holding provisions (9 and 10) require the submission of supporting studies required to be determined satisfactory by the Region to support development applications: Healthy Development Assessment and Waste Management Plan.

The zone schedule is to be amended to include reference to the Holding symbols.

As the proposed Zoning By-law Amendment does not reflect the Town’s formatting of a Zoning By-law Amendment, and more specifically, the formatting of Holding (H) provisions as per Section 13.3 of the Town’s Zoning By-law, the Region has provided our requested H provisions in the same format as Section 13.3.

<i>Zone Designation</i>	<i>Location</i>	<i>Conditions for Removal</i>
RMD-X-H-XX EPA1-H-XX	[to be inserted]	Until such time as the Holding Symbol is removed, no person shall use the lands to which the letter (H) applies for any use other than the use which legally

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		<p>existed on the effective date of this By-law.</p> <p>With respect to the lands <i>zoned</i> RMD-X-H-XX and EPA1-H-XX the Holding “H” Symbol shall not be removed until such time as:</p> <ol style="list-style-type: none"> 1. The Owner has submitted and received approval of a Secondary Plan, which: <ol style="list-style-type: none"> a. Includes any policies and recommendations of an Agricultural Impact Assessment, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); b. Includes any policies and recommendations of a Community Energy and Emissions Reduction Plan, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); c. Includes any policies and recommendations of a Climate Change Adaptation Plan, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); d. Includes any policies and recommendations of a Detailed Subwatershed Study (including the designation of the natural heritage system), submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); e. Includes any policies and recommendations of an Area-Specific Environmental Implementation Report, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); and, f. Includes any policies and recommendations
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		<p>of a Housing Assessment, submitted in support of the Secondary Plan and any development or <i>Planning Act</i> applications with more than 50 residential units and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.11 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024).</p> <ol style="list-style-type: none"> 2. The Owner has submitted and received approval of a Block Plan, in accordance with Region of Peel Official Plan policy 5.6.20.12 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024). 3. The Owner has received written confirmation from the Region of Peel that the Town-wide Growth Management and Phasing Plan has been: <ol style="list-style-type: none"> a. Completed to the satisfaction of the Region of Peel and endorsed by Town of Caledon Council; and, b. Implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s). 4. The Owner has received written confirmation from the Region of Peel that the following documents a satisfactory Development Staging and Sequencing Plan for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s). 5. The Owner has received written confirmation from the Region of Peel that the required financing agreements and arrangements have been made to the satisfaction of the Region of Peel for cost-sharing and financing of Regional infrastructure. 6. The Owner has received written confirmation from the Region of Peel that: <ol style="list-style-type: none"> a. a satisfactory Servicing Report for the Secondary Plan area has been received and implemented in the Secondary Plan policies
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		<p>as well as any other required development or <i>Planning Act</i> application(s);</p> <ul style="list-style-type: none"> b. a satisfactory site-specific detailed Functional Servicing Report has been received and implemented for any required development or <i>Planning Act</i> application; c. a development agreement has been executed with the Region of Peel to implement the required water and sanitary sewer services, which may include the payment of fees and posting of required securities; and, d. there is sufficient municipal water and sanitary sewer capacity to service the lands. <p>7. The Owner has received written confirmation from the Region of Peel that:</p> <ul style="list-style-type: none"> a. a satisfactory Transportation Study for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s); b. A satisfactory site-specific detailed Traffic Impact Study has been received and implemented for any required development or <i>Planning Act</i> application; c. The Transportation Study and/or Traffic Impact Study have demonstrated a connected transportation system in accordance with Region of Peel policy 5.6.20.14.12 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); and, d. Where more than 10,000 residential units have been approved for development in the 2051 New Urban Area as identified in the Region of Peel Official Plan (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024), the jurisdiction and financing mechanisms to support a complete local transit system are in place in accordance with Region of Peel policy 5.6.20.14.13 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024).
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		<p>8. The Owner has received written confirmation from the Region of Peel that satisfactory arrangements for the dedication of any lands (including fees and costs) to the Region of Peel for the required delivery of Regional services, including public health, emergency services, transportation, water and wastewater services and affordable housing.</p> <p>9. The Owner has received written confirmation from the Region of Peel that, a satisfactory healthy development assessment has been received and the recommendations of the assessment have been implemented through the development application.</p> <p>10. The Owner has received written confirmation from the Region of Peel that, a satisfactory Waste Management Plan has been received and the recommendations of the report have been implemented through the development application.</p>
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Advisory Comments

Regional staff offer the following advisory comments on the content of the proposed Zoning By-law:

- There are a number of parking standards being amended (i.e. number of parking spaces required, parking space size, permitting encroachments into the parking spaces and allowing garbage/recycling bins to be located within required parking spaces). In addition, there does not appear to be parking rates established for Non-Market Housing or Multiplex. With these proposed reductions and silence on parking rates, together with a limited public transit network, the Region is concerned that parking may overflow onto neighbouring roads. On-street parking is not permitted on Regional Roads unless in accordance with the appropriate By-laws. One of the holding provisions requested from the Region speaks to the need for a public transit system.
- The proposed By-law greatly reduces the regulatory framework for ensuring that lots have permeable surfaces and permits the majority of the lot to be covered with hard surfaces. An example is that the By-law indicates that no maximum building area or minimum landscape area is required. There may be many challenges with this, one being an increase in surface water runoff. Stormwater runoff is not permitted to discharge to a Regional road.

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- The proposed By-law is located to the south of the Brampton-Caledon Airport. Certain land uses and building heights may impact the operation of the airport. The Region is aware that in the past the Airport has been consulted and provided comments on applications within the Mayfield West Phase 2 Secondary Plan Area. The Town should be consulting with the Airport on this application.
- The proposed By-law schedule shows that portions of the GTA West Corridor are to be rezoned. Planning legislation requires that transportation corridors be protected. The correct corridor width and location should be validated by the Ministry of Transportation. The Region is aware of comments from the Ministry of Transportation in the past for similar circumstances which would not be in support of rezoning the lands. The Town should be consulting with the Ministry of Transportation on this topic.
- Without the completion of Secondary Planning and Block Planning, as well as development application review (with the supporting materials), it is difficult to anticipate if the Zoning By-law Amendment will satisfactorily implement the proposed development. There is a risk that a further Zoning By-law Amendment or Minor Variance(s) may be required to implement the proposed development at a later date.

Further Review

At this time, it is challenging for the Region to identify all requirements and comments which we may have on proposed developments within this community due to a lack of information and time being provided to complete a review. As part of any future revised submission of this proposed Zoning By-law Amendment or any future *Planning Act* or development application, the Region will have additional comments. The Region has and will continue to provide more detailed comments on the proposed Official Plan Amendment application (File No. POPA 2023-0006).

Region of Peel Review Fees

In accordance with the Region of Peel Fee By-law (By-law 50-2023), the required Zoning By-law Amendment fee payable to the Region of Peel in the amount of \$4,937.94 remains outstanding and is required. Please contact eftadvice@peelregion.ca to make the necessary payment arrangements.

Conclusion

In summary, the proposed Zoning By-law Amendment does not conform to the Regional Official Plan*; however, the Region will continue to work closely with the Town and other stakeholders to address the conformity matters. The Region is a supportive partner in addressing the housing crisis and delivering affordable housing options; however, we suggest that this By-law is premature for the reasons outlined in this letter and that infrastructure is required to develop these lands. Further discussion on the financing of those services is required to ensure fiscal responsibility for the Town and Region. The By-law as circulated contains several areas of concern and lacks clarity, zoning standards and

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holding provisions. Despite the prematurity of this application, the Region has requested zone provisions and holding provisions to be added to the proposed Zoning By-law Amendment and has also outlined a number of other considerations for the Town.

Correspondence for Public Meeting and Council Meeting

By copy of this letter to the Municipal Clerk, the Region is requesting that this letter form part of the public record and be made available as part of any Public Meeting, Committee Meeting and Council Meeting on this matter.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4455, or by email at: tara.buonpensiero@peelregion.ca.

Yours truly,



Tara Buonpensiero, MCIP, RPP
Chief Planner and Director of Planning and Development Services
Public Works Department

c.: Kevin Klingenburg, Municipal Clerk
Agenda@caledon.ca
Bindu Shah, Town of Caledon
Tanjot Bal, Town of Caledon
Carmine Caruso, Town of Caledon
Adam Miller, Toronto and Region Conservation Authority
Dorothy DiBerto, Credit Valley Conservation

Appendix I: Regional Comments POPA 23-0006C – February 13, 2024

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February 13, 2024

Tanjot Bal, MCIP, RPP
Acting Manager
Development, Planning Department
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6

**RE: Proposed Official Plan Amendment
Mayfield West Phase 2 – Stage 3
0 Chinguacousy Road, 12502 McLaughlin Road, 12711 McLaughlin Road, 0
Old School Road, 0 McLauhglin Road, 12760 Hurontario Street Part of Lot
22, Concession 2; Parts of Lots 19 and 20, Concession 2; Part of Lot 21,
Concession 1; Part of Lot 22, Concession 1
Matthew Corey c/o Malone Given Parsons Ltd. (MGP) on behalf of
Brookvalley Project Management Inc.
Town File Number: POPA-2023-0006
Region File Number: OZ-23-006C,**

Dear Tanjot Bal,

Region of Peel staff have received the materials in support of the above-noted application filed to the Town of Caledon an Official Plan Amendment (OPA) for a privately- initiated Secondary Plan to expand the Mayfield West Settlement Boundary that proposed to comprise of approximately 4,551 new residential units within a mixture of low and medium density residential, commercial, institutional, parks and open space uses and a public road network. The lands subject to this proposed amendment ('subject lands') are bound by Hurontario Street to the east, Old School Road to the north, Chinguacousy Road to the west and the Mayfield West Phase 2 Secondary Plan boundary to the south.

As per the 2051 Region of Peel Official Plan (2051 RPOP), the current proposed Secondary Plan area is identified within the 2051 New Urban Area

Planning and Development

2051 Region of Peel Official Plan

The proposed Secondary Plan lands are identified within the Urban System and Designated Greenfield Area in schedule E-1 and E-3 of the Peel Region Official Plan. Other portions of the land are designated Rural system and is located outside the Regional Urban Boundary. Schedule E-2 identifies Agricultural Land Base and

Greenbelt Area on the portion of the subject lands outside of the Regional Urban Boundary. Furthermore, Schedule F-1 shows that the Conceptual GTA West Corridor and Transitway Corridor bisects the subject lands.

The policies of the Peel Region Official Plan and, in particular, section 5.6.20 Designated Greenfield Areas apply to the review of the Secondary Plan. As noted, a majority of the Secondary Plan are also identified within the 2051 New Urban Area subject to policies in Section 5.6.20.14.

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Revised materials and a fulsome assessment will be required to demonstrate how the proposed application satisfies the policies and contributes to the overall objectives of the Region of Peel Official Plan and matters that are required prior to the Town approving Official Plan Amendments for new Secondary Plans. These include but are not limited to the need for secondary plan areas, a Staging and Sequencing (Phasing) Plan, the structure of a connected transportation system and other technical studies required by the Region and Town including those identified below:

- A Staging and Sequencing Plan;
- Structure of a connected transportation system;
- A detailed Subwatershed study or equivalent study;
- A Community Energy and Emissions Reduction Plan;
- A Climate Change Adaption Plan;
- An Agricultural Impact Assessment;
- A Housing Assessment;

As described above, the Region of Peel Official Plan outlines the necessary studies and matters that are required to be satisfactory to the Region and the Town prior to the Town approving Secondary Plans within the 2051 New Urban. At this time, these items remain outstanding and the policy directions within the Region's Official Plan have not been fully addressed, therefore the Local Official Plan Amendment has not satisfied the requirements for exemption from Regional approval in accordance with Regional by-law 1-2000.

A Staging and Sequencing (Phasing) Plan

As per RPOP policy 5.6.20.14.16, Approval of secondary plans by the Town within the 2051 New Urban are to proceed only in accordance with staging and sequencing (Phasing) plans to the satisfaction of the Region. The staging and sequencing plan must ensure orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans. At the moment, this phasing plan has not yet been approved by the Town to the satisfaction of Peel Region.

Structure of a connected transportation System

Regional Official Plan policy 5.6.20.14.12 requires the Town to permit approval of secondary plans within the 2051 New Urban Area only after the structure of a connected transportation system is planned to the Region's satisfaction. This includes

a conceptual alignment of a transit system for an East-West high order transit corridor.

Furthermore, Regional Official Plan policy 5.6.20.14.14 requires the Town to permit approval of secondary plans in the 2051 New Urban Area that include residential units beyond approximately an initial 10,000 units only after the jurisdiction and financing mechanisms for a complete local transit system are established to the Region's satisfaction.

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A Detailed Subwatershed Study or Equivalent Study

In accordance with New Urban Area policies of the Region Official Plan a detailed subwatershed study or an equivalent study is required prior to endorsing land uses for the secondary plan and prior to the adoption of the official plan amendment to implement the secondary plan. The policies require: (1) terms of reference to be prepared to the satisfaction of the Region and Town in consultation with the conservation authorities and relevant agencies; and (2) confirmation that the subwatershed study or equivalent study addresses the direction, targets, criteria and recommendations of broader scale or scoped subwatershed studies applicable to the 2051 New Urban Area. The Region completed a Scoped Subwatershed Study as part of the Peel 2051 Regional Official Plan Review Settlement Area Boundary Expansion Study. The scope Subwatershed Study provides natural heritage and water resource system management recommendations, direction, criteria and guidance to address how settlement expansion will be planned to avoid, minimize, and mitigate potential negative impacts.

Recommended terms of reference for the preparation of detailed subwatershed studies to support secondary planning are provided in the Scoped Subwatershed Study (See Part B Report: Appendix F). A copy of the study report is available on the Peel 2051 Regional Official Plan Review project website - <https://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>. In order to address these requirements, Regional staff recommends that either:

- 1) A broader scale detailed subwatershed study be prepared to guide secondary planning for future expansions of Mayfield West to ensure that water management and natural heritage system planning is coordinated and integrated as part of the comprehensive planning framework for the 2051 New Urban Area; or
- 2) If a smaller staged secondary plan is considered for this 'in process' application, confirmation that an equivalent study such as a Comprehensive Environmental Impact Study and Management Plan (CEISMP) has been completed in accordance with terms of reference satisfactory to the Region and Town, in consultation with the conservation authorities and relevant agencies, that addresses the above noted policy direction for the 2051 New Urban Area.

CEISMP

If an 'equivalent study' approach is preferred, the first submission CEISMP (and related technical reports) should be reviewed on the basis of updated terms of reference, and, if necessary, updated to confirm that it comprehensively addresses the direction, targets, criteria and recommendations of the Region's Scoped Subwatershed Study.

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At a minimum, this should include confirmation from the Town and TRCA that:

1. The characterization, impact assessment and management recommendations for the secondary plan have considered the impact of planned urban development within the broader catchment area(s) impacted by the secondary plan;
2. The appropriate hydrologic, hydraulic and hydrogeologic modelling of potential impacts has been undertaken and that further modelling/assessment of future planned development at a broader catchment(s) scale is not needed;
3. The CEISMP includes assessments of impacts associated with climate change for relevant study components (e.g., hydrology, flooding and stormwater);
4. The recommended surface and ground water management recommendations have considered and/or addressed requirements within the broader subwatershed/catchment(s) based on the impact analysis; and,
5. The CEISMP and proposed secondary plan has addressed the natural heritage system targets of the broader Scoped Subwatershed Study and are to be achieved and integrated within the secondary plan.

If an 'equivalent study' CEISMP approach is preferred, it is recommended the study terms of reference identify both a primary (of the secondary plan area itself) and secondary study area encompassing the broader subwatershed surface and groundwater water catchments potentially impacted by the secondary plan as a basis for completing the impact assessment components for the secondary plan.

In this location, the Toronto and Region Conservation (TRCA) are the Region's technical advisors with regards to flooding and erosion. Prior to the Region's support of the CEISMP for the LOPA, TRCA must be satisfied that any technical comments, should TRCA have any, have been sufficiently addressed.

Agricultural Impact Assessment (AIA)

It is Regional staff's opinion that the AIA report completed by Stantec Consulting will require further revisions in order to more clearly document how policies in the Growth Plan in the ROP have been satisfied. The Region undertook a Phase 1 and Phase 2 AIA as part of the 2051 Peel Official Plan Settlement Area Boundary

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Expansion. The proponent's submitted AIA, as part of the first submission materials, has not referenced this material or findings. A copy of the study report is available on the Peel 2051 Regional Official Plan Review project website - <https://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>. Regional staff recommend that the currently submitted AIA incorporate AIA requirements for this secondary plan.

In considering that the majority of the boundaries for the secondary plan are adjacent to planned future urban areas within the 2051 New Urban Area or are adjacent to narrow Greenbelt valleys with limited potential for ongoing agricultural uses to continue, the Town may also wish to request the applicant revise the submitted AIA including addressing what mitigation, if any, might be appropriate to consider as part of the secondary plan for edge planning of adjacent agricultural uses.

Community Energy and Emission Reduction Plan and Climate Change Adaption Plan

The Community Energy and Emissions Reduction Plan (CEERP) and The Climate Change Adaption Plan (CCAP) are new study requirements for each secondary plan area to address Peel Region official Plan policies 5.6.20.14.17d) i) to v) and 5.6.20.14.17 e) i) to ii) and will require terms of reference to be prepared to the satisfaction of the Town.

- A terms of reference has been drafted and shared with the Town. It can be provided as a reference guide for the preparation of the two studies.

Housing Assessment

For planning applications of approximately 50 units or more, RPOP policies require the submission of a Housing Assessment that is consistent with local and Regional housing objectives and policies to demonstrate contributions towards Peel-wide new housing unit targets shown in [Table 4](#) of the 2051 Region of Peel Official Plan. These targets are determined through the [Peel Housing and Homelessness Plan](#) and the [Regional Housing Strategy](#). A satisfactory Housing Assessment will be a requirement prior to adopting a privately initiated official plan amendment for a new secondary plan.

It is acknowledged that the applicant has included housing analysis in a planning opinion report and other aspects of their submission. Following our review, we offer the comments below and are willing to meet with the applicant to review opportunities to further contribute to Peel-wide housing units targets:

Affordability:

- To contribute to the Peel-wide affordable housing target and to address policy 3.5.3.6 of the Town of Caledon Official Plan, the applicant is encouraged to provide units at prices that are affordable to low- or moderate-income households. The definition of 'affordable housing' can be found in the Glossary section of the RPOP. Information on pricing (sale price,

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average rent) and affordability period (i.e., 25 years or more) of units can be provided.

- While it is anticipated that units identified to address moderate-income needs will be predominantly provided by the private sector, partnerships between the applicant, Peel Region, the Town of Caledon, and the non-profit sector should be included to provide units that are affordable to low-income households.
- As part of the applicant's contribution to the Peel-wide new housing unit target for affordability, the applicant should consider a contribution of land or units to the Region and/or a non-profit housing provider to be used for affordable housing. Peel staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider.

Density:

- It is appreciated that the applicant is demonstrating a contribution towards the density target by proposing that rear-lane and stacked townhouses comprise the majority of the anticipated number of dwelling units. The applicant is encouraged to review opportunities for rental tenure and more housing choice by incorporating additional residential units (ARUs) in a certain number of detached and semi-detached homes and townhouses, or having the option of ARU rough-ins. The applicant is encouraged to explore opportunities to promote affordable through secondary rental where feasible.

Additional Comments:

- This application is located within an area that is a priority community for child care expansion. The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed development, such as in ground floor mixed-use or indoor amenity spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.
- The applicant is encouraged to incorporate universal accessibility and design features into the proposed development.

Additional Planning Comments:

Planning Justification Report (PJR)

The planning opinion by MGP needs to be comprehensively reviewed and updated to demonstrate that policy requirements of the Provincial Policy Statement, Growth Plan, Greenbelt Plan and 2051 Regional Official Plan have been fully addressed.

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ROP Greenlands System

Core Areas of the Greenland System, and Natural Areas and Corridors are identified on the subject lands. The requested MZO, LOPA and ZBA, as proposed, will permit residential, commercial and mixed commercial and residential uses within Core Areas of the Regional Greenlands system. At minimum, the Core Areas of the Greenlands System must be mapped as identified in the ROP and reflect the Environmental Policy Area designation identified on the Land Use Plan in the Planning Opinion Report prepared by MGP (dated July 2022) to accurately reflect the limits of the natural heritage feature(s) and areas with an appropriate zoning designation to ensure its protection.

Bill 150, Planning Statute Law Amendment Act, 2023

On October 23, 2023, the Minister announced that modifications made to various official plans through the Provincial approval process will be reviewed and reversed. On November 16, 2023, Bill 150, the Planning Statute Law Amendment Act, 2023 was introduced, which proposed winding back ministerial modifications to approved official plans in twelve municipalities, including Peel Region. Bill 150 received Royal Assent on December 6, 2023, therefore the changes from Bill 150 are in-effect at this time.

As a result of Bill 150, any Provincial modifications being reverted would come into effect as adopted by Regional Council on April 28, 2022, retroactively to the date of Provincial approval on November 4, 2022. Any decisions on applications already in progress seeking planning permissions and appeals are required to conform to the RPOP as legislatively approved under the Planning Statute Law Amendment Act.

Through approval of the RPOP, a portion of the subject lands were modified by the Province from the Prime Agricultural Area designation to the Rural Lands designation. As this modification was reverted to the Council-adopted RPOP through Bill 150, the designation of the adjacent lands has reverted to Prime Agricultural Area as specified in the Council-adopted November 4, 2022 RPOP.

Minimum Densities

As per RPOP policy 5.4.19.7, development within Designated Greenfield Areas in Caledon is required to meet or exceed a minimum density of 67.5 residents and jobs combined per hectare. We ask that the applicant please clarify the total gross area and net developable area for the proposed expansion to the Mayfield West Settlement Boundary Area, as well as the proposed density of residents and jobs per hectare for the secondary plan.

Integration of Mixed/Non-residential uses

We encourage the applicant to explore opportunities to integrate mixed/non-residential uses into the proposed development. Peel staff would like to stress that

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planning for jobs is critical to maintaining a healthy economy, furthering economic development objectives, and contributing to the development of complete communities.

Transportation Planning

Schedule F-1 shows that the Conceptual GTA West (GTAW) Corridor and Transitway Corridor bisects the subject lands. Please note that the provided land use plan incorrectly shows the location of the GTAW corridor to the northwest of the subject lands, which should be rectified.

- Portions of the subject lands as shown on the Conceptual Development Plan are within the Focused Analysis Area (FAA 2020) land protection boundary for the Highway 413 project. Lands within the FAA are being protected as they may be directly impacted by the Highway 413 transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.
- The application will need to be circulated to the Ministry of Transportation and Ministry of Energy for review and input.
- Consistent wording and policies set out as per 5.6.20.14.21.1 of the Region Official Plan regarding the GTA West Preliminary Route Planning Study Area will need to be included in the Secondary Plan policies.

The Region's 2019 Long Range Transportation Plan does not anticipate the road widenings identified in the Traffic Impact Study (authored by GHD) dated July 2022, it only forecasts widening Mayfield Road between Chinguacousy Rd and Hurontario St from 2 lanes to 4 lanes. Furthermore, an ongoing Transportation Master Plan is being developed to contribute insights for potential regional road enhancements in Caledon as part of the growth scenario analysis.

Development Engineering

A Functional Servicing Report and Staging Plan is to be revised and submitted to the Region for review and approval to demonstrate sufficient capacity; showing in detail how the sanitary and water servicing will be provided to the Developer's Lands and how the sanitary and water servicing relates to the broader area within the entire Mayfield West, Phase 2 Stage 3 Block Plan. Notwithstanding this, the Region has determined that the existing system can accommodate the proposed development and that the infrastructure required to service the development can be constructed through proceeding subdivision applications and reviewed through associated engineering submissions to ensure the infrastructure is designed and constructed to Regional Standards.

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Wastewater

- Municipal sanitary sewer facilities consist of a 450mm diameter sewer on Chinguacousy Road and a 600mm diameter sewer on McLaughlin Road.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the adjacent land is required for review and approval by the Region prior to the engineering submission.
- Servicing of this development requires extension of sanitary trunk sewers on Chinguacousy Road and McLaughlin Road, as well as construction of a sanitary sewer pumping station within McLaughlin Road's vicinity.
- External easements and construction will be required.

Water

- The lands are located within Water Pressure Zone 7 supply system.
- Existing infrastructure consist of a 600mm CPP watermain on Chinguacousy Road 900mm CPP and a 400 PVC watermain on McLaughlin Road.
- A Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land is required for review and approval by the Region prior to the engineering submission.
- Extension of the existing 600mm dia watermain on Chinguacousy Road and extension of a 400mm dia watermain on McLaughlin Road will be required. Also construction of a new 400mm dia watermain on the proposed east-west collector road (south of Old School Road), 600mm dia watermain on Hurontario Road and a 750mm watermain on Old School Roas will be required.
- External easements and construction will be required.

General

- All costs associated with servicing proposed development will be at the applicant's expense.
- Servicing of this Plan will require construction of oversized watermains and sanitary sewers, including sanitary sewer pumping station, which are the financial responsibility of the Region as per Development Charges By-law and Policy F40-06.

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- Should the Developer wish to proceed with the works in order to obtain clearance of the Draft Plan Conditions at a time when the Region is not prepared to fund the works, then the Developer will be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement, Regional Council approval and has to comply with Regional Policy F40-06.
- The Front-Ending/Subdivision Agreement will contain clauses related to the Development Charges reimbursements. The DC reimbursements will be subject to satisfactory completion of the external watermains and sanitary sewers, sanitary forcemains and Sanitary Sewer Pumping Station (if applicable), upon preliminary acceptance of the services and until sufficient number of buildings is constructed to eradicate watermain flushing programs and for buildings to generate enough sewer flow for self-cleansing velocity in the sanitary sewer pipes.
- The required oversized watermains and sanitary sewers are included in the Regional Capital Forecast as follows:

Sanitary Sewer and Watermains

Component No.	Project No.	Construction Year	Description
53977	24-1182	2026	600mm dia. watermain on Chinguacousy Road
51621	24-1187	2026	400mm dia. watermain on McLaughlin Road
57196, 57198	29-1198	2029	400mm dia watermain on the east-west collector road between Chinguacousy Road and Hurontario Road
51583, 51585	26-1189	2028	750mm dia watermain on Old School Road between Chinguacousy Road and Hurontario Road
56871	18-1184	2025	600mm dia watermain on Hurontario Road from Mayfield Road to the east-west collector road
36246	28-1181	2030	450mm dia sanitary sewer on Chinguacousy Road
51624	29-2199	2035	450mm dia sanitary sewer on Chinguacousy Road
51628	29-2198	2033	Sanitary trunk sewer on internal road off Chinguacousy Road
51628	29-2198	2033	Sanitary trunk sewer on internal road
33586	25-2189	2025	525mm dia sanitary sewer on McLaughlin Road
51632	24-2188	2026	525mm dia sanitary sewer on McLaughlin Road
51634	29-2198	2033	525mm dia sanitary sewer off McLaughlin Road
51918	24-	2026	Sanitary sewer pumping station on

56953	2185		McLaughlin road

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- The developer will be required to enter into applicable Development Agreement with appropriate agencies.
- The developer will be required to obtain and dedicate easements as required by the Region for Regional infrastructure.
- All sanitary sewers and watermain works within Chinguacousy and McLaughlin Roads (including the Sewer Pumping Station) must be co-ordinated and installed as part of the Town of Caledon’s road widening projects.

Functional Servicing Report (FSR) Review

The proposed development increases population above the Scenario 16 forecast for the SGU. The following comments are subject to change should the proposed population, water demands, and sanitary flows change:

Wastewater

The 2022 Preliminary FSR does not provide any information on estimated sanitary flows, as the land use type is still to be decided by the Official Plan Amendment.

The Urbantech FSR (August 2017) did account for flows from the subject area in sizing the downstream sewers, and this report used a more conservative allowance of 80 people/Ha compared to the 60 people/Ha estimated for the subject area in the 2023 Aecom report. The sewers downstream of the subject area in the 2024 DC are the same size as what is proposed in the Urbantech FSR. Therefore, there is expected to be capacity in the system to accommodate sanitary flows from the subject area based off the current population estimates.

At this stage, the sanitary flows of the development proposed in the preliminary FSR can be accommodated by the existing system, and by using a new sewage pumping station on McLaughlin Road in the interim. To help service the interim solution, the following DC projects and their respective estimated construction start dates, are required:

For the subject area east of McLaughlin Rd:

- 525 mm on McLaughlin Rd south of the creek -2025
- McLaughlin SPS and force main crossing creek –2026
- 525 mm on McLaughlin Rd north of the creek -2026
- Ultimately, the eastern half of the subject lands will be serviced by the planned 1200-mm Hurontario St trunk main. The anticipated start of construction for the 1200-mm Hurontario Trunk Sewer is 2029.

For the area west of McLaughlin Road:

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- 450 mm on Chinguacousy Rd -2030

The following are recommended for the future FSR:

- The sanitary servicing plan should take into account the latest DC projects. The 2021 DC infrastructure map used for the preliminary FSR has been superseded by the 2024 DC map.
- The sanitary servicing maps and what is written in the report text should be consistent
- The latest Peel Region's sanitary sewer design criteria should be used to estimate sanitary flows.

Water

The 2022 Preliminary FSR does not provide any information on estimated water demands, as the land use type is still to be decided by the Official Plan Amendment. However, the 2023 Aecom 'Mayfield West Phase 2 -Stage 3 Water Supply Feasibility Study' report and associated 'Alternate Supply Option Evaluation' memo do provide preliminary estimates. The hydraulic modelling by Aecom found that the Alloa PS has surplus capacity to supply the proposed water demands until 2031, after which capacity can be provided by equipping Alloa PS with its fourth pump.

At this stage, the water demands of the development proposed in the preliminary FSR can be accommodated by the existing system and by utilizing the spare capacity in the Alloa PS. To help service the subject area, the following DC projects and their respective estimated construction start dates, are required:

- 600-mm main on Hurontario St -2025
- 10 ML West Caledon elevated tank and 750-mm main up Mississauga Road and along Old School Road from the elevated to subject area -2026
- 600-mm main on Chinguacousy Rd -2026
- 400-mm main on McLaughlin Rd -2026

The following are recommended for the future FSR:

- The water servicing plan should take into account the latest DC projects. The 2021 DC infrastructure map used for the preliminary FSR has been superseded by the 2024 DC map.
- The water servicing maps and what is written in the report text should be consistent.
- The latest Peel Region's Watermain Design Criteria should be used to estimate water demands.
- Hydraulic modelling should be updated with the proposed water servicing and latest Peel Region DC projects to confirm that fire flows can be met.

Hydrogeological Review

- The report prepared by Palmer and dated July 4, 2022 provides a summary of the monitoring done for the proposed amendment. Results of water quality

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sampling are also provided and a general water balance and review of the Source Water Protection areas is also presented in the report. A monitoring plan or a contingency plan is not included in the report but has been mentioned to be included in a future Environmental Impact Report. The Region does not have any concerns with the report to support the proposed Official Plan Amendment provided that additional investigations and details will be provided to the Region for review and approval through completion of the Environmental Impact Report.

Public Health

Please note, an updated version of the HAD is available. Please submit the correct HDA tool from these links:

- [Development applications resources - Region of Peel \(peelregion.ca\)](https://peelregion.ca/healthy-communities/#res) and <https://peelregion.ca/healthy-communities/#res>
- For the purposes of this review, Peel staff have compared this with the newer tool for commentary.
- The HDA submitted in support of the Official Plan amendment for these lands has reached a pass on the tool and a Gold threshold overall. The site is on its way to creating a healthy built form. We have no objections to the Official Plan Amendment, but we wish to offer the comments below to further enhance the site design:
 - To support active building frontages, we recommend orienting any of the commercial and medium density residential, linearly along the street to promote active street frontages.
 - Please label sidewalks within the development. We recommend the inclusion of sidewalks on both sides of the road at a minimum of 1.5 m, however where it is not possible, we recommend a wider sidewalk of 1.8m on one side of the road.
 - Consider permeable paving where possible within the development along with a variety of street trees that are hardy, resilient and low maintenance, planted at equal intervals adjacent to the streets.
 - For any block sizes that exceed 80 by 180m in size, please include walkways to break up the block and provide enhanced connectivity.

Waste Management

- All single and non-stacked townhouse units would be eligible to receive Region of Peel curbside cart-based waste collection of garbage, recycling, and organics provided that the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) are met;
- All multi-residential Apartment and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and

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recycling provided that the requirements outlined in Section 2.0 and 4.0 of the waste collection design standards manual are met;

- Retail and Employment units will be required to receive private waste collection
- For more information, please consult the following:
 - The Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>
- Through proceeding development stages a Waste Management Plan will be required to demonstrate how the WCDSM will be met.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093, or by email at: patrick.amaral@peelregion.ca

Yours truly,



Patrick Amaral MES (PI)
Principal Planner
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