

April 22, 2024

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## Public Works

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**RE: Caledon Strong Mayor Powers – Proposed Zoning By-law Amendment  
Lands Along Regional Road 50 from Columbia Way to North of Emil Kolb Parkway  
and North-East Corner of Mount Hope Road and Columbia Way, Town of Caledon  
Town File Number: RZ 2024-0010C (Area A3)  
Region File Number: RZ 24-010C  
Related File Number: POPA 2022-0001**

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 along Regional Road 50 from Columbia Way to north of Emil Kolb Parkway and the north-east corner of Mount Hope Road and Columbia Way. 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, A1-349, A1-370 and A1-371), Commercial (C-577) 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.) and a Growth Management and Phasing Plan being supported by Council. While some infrastructure is planned for the area, without understanding the planned density, there may be a lack of infrastructure (i.e. an adequate transportation/transit network, etc.) being available to the service the development. In undertaking these 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,

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matters of public health, etc.) and hard infrastructure (such as water and wastewater services, stormwater management and a road/transit network). Furthermore, should additional infrastructure improvements be required, further discussions on the financing of those services is also required 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.

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.

### **2051 New Urban Area**

Through the adoption of the Region of Peel Official Plan\*, the majority of 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 designated 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 134 net hectares which results in 3% of all lands within the 2051 New Urban Area and 4% 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. The Region has received notice of a proposed Secondary Plan application which includes the required supporting material; however, it has not yet been determined to be satisfactory. The requirements of the 2051 New Urban Area policies have not been satisfied.

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The proposed Zoning By-law Amendment (as circulated by the Town) 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.*

### **Bolton Residential Expansion Settlement Area**

A portion of the lands (east side of Regional Road 50, north of Columbia Way) are identified in the Region of Peel Official Plan\* as Bolton Residential Expansion Settlement Area. Similar to the 2051 New Urban Area, the Bolton Residential Expansion Settlement Area policies require a number of items to be satisfied prior to the Town adopting an official plan amendment or secondary plan amendment. 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. The requirements of these policies have not been satisfied.

### **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 and 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**

A significant concern of the Region's is that there is insufficient capacity in the Regional water and wastewater systems (from our plants to more local mains) to accommodate this

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proposed community at this time pending completion of the ongoing Water and Wastewater Servicing Master Plan and approved capital projects as identified in the approved Water and Wastewater Capital Budget. Significant upgrades and additional watermains and sanitary sewers are required to service this community both in the local vicinity of this development and within the entire water and wastewater system. These projects include expansions to water treatment plants, new water transmission pipelines, upgrades and expansions to water pumping facilities and reservoirs, new large sanitary conveyance pipelines and wastewater treatment facilities. The majority of these will require multi-year design and construction efforts to complete. The Region currently estimates that the service upgrades and extensions are estimated to cost over \$6.2B for water and \$6.7B for wastewater for the housing pledges alone.

The Growth Management and Phasing Plan and the studies outlined above are 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 in order to deliver servicing infrastructure in an efficient and financially sustainable 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. The lands subject to the proposed Zoning By-law Amendment is not included in these priority areas. 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.

### **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 2022-0001) 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 be included in the By-law:

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- The lands subject to this Zoning By-law Amendment are also subject to another proposed Strong Mayor Power Zoning By-law Amendment for Area 12 (Columbia Square). The by-laws should be amended accordingly so there is no conflict.
- The environmental limits on a site-specific basis have not been examined or substantiated through detailed Environmental Studies, so the limits of the proposed residential zones 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 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 EPA 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.

- 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.

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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. The permitted use is missing from the RM-XXX zone and Non-Market Housing is not included in the R2-XXX zone.

- 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.

Regional staff also note that many of the other Strong Mayor By-laws being brought forward include Multiplex as a permitted use; however, this is not being considered in either zone within this By-law. The Town is encouraged to consider adding this use.

- The applicant is encouraged to explore the opportunity for locating a licensed childcare centre within the proposed development. The Region notes that Day Nursery is not permitted on the ground floor of a mixed-use building within the RM-XXX zone. The Region 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 R2-XXX and RM-XXX zones which requires a minimum width of 6 metres for a private road/street or lane.
- The first “AND WHEREAS” clause requires a legal description be inserted.
- In Paragraph 2 of the By-law, the zones referenced (being the current zoning) is incorrect and should be revised. Also, all of the zones referenced (being the proposed changes) should be listed in full with the holding provisions – not all zones are currently captured.



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- In Paragraph 3a, with respect to the statement that minor adjustments to the zone boundaries 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?
- Paragraph 4 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 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 4) 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 2024-010, by applying a Holding to each of the zones: R2-XXX-H-XX and RM-XXX-H-XX.

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 3.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.

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- 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 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.h) speaks to the requirements for ensuring a successful transportation network, including Regional roads and transit delivery.
- The eighth holding provision seeks to ensure that lands required for the delivery of Regional services, including public health, emergency services, transportation, water and wastewater services and affordable housing, are dedicated to the Region.
- The four last remaining holding provisions (9, 10, 11 and 12) require the submission of supporting studies required to be determined satisfactory by the Region to support development applications: Noise Assessment (adjacent to Regional roads), Healthy Development Assessment, Stormwater Management Report and Waste Management Plan.

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



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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>
RM2-XXX-H-XX RM-XXX-H-XX	[to be inserted]	<p>Until such time as the Holding Symbol is removed, no person shall <i>use</i> the lands to which the letter (H) applies for any <i>use</i> other than the <i>use</i> which legally existed on the effective date of this By-law.</p> <p>With respect to the lands <i>zoned</i> R2-XXX-H-XX and RM-XXX-H-XX the Holding “H” Symbol shall not be removed until such time as:</p> <ol style="list-style-type: none"> <li>1. The Owner has submitted and received approval of a Secondary Plan, which: <ol style="list-style-type: none"> <li>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);</li> <li>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);</li> <li>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);</li> <li>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,</li> </ol> </li> </ol>

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		<p>2024);</p> <ul style="list-style-type: none"> <li>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,</li> <li>f. Includes any policies and recommendations 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).</li> </ul> <p>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).</p> <p>3. The Owner has received written confirmation from the Region of Peel that the Town-wide Growth Management and Phasing Plan has been:</p> <ul style="list-style-type: none"> <li>a. Completed to the satisfaction of the Region of Peel and endorsed by Town of Caledon Council; and,</li> <li>b. Implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s).</li> </ul> <p>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).</p> <p>5. The Owner has received written confirmation from the Region of Peel that the required</p>
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		<p>financing agreements and arrangements have been made to the satisfaction of the Region of Peel for cost-sharing and financing of Regional infrastructure.</p> <p>6. The Owner has received written confirmation from the Region of Peel that:</p> <ul style="list-style-type: none"> <li>a. a satisfactory Servicing Report 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);</li> <li>b. a satisfactory site-specific detailed Functional Servicing Report has been received and implemented for any required development or <i>Planning Act</i> application;</li> <li>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,</li> <li>d. there is sufficient municipal water and sanitary sewer capacity to service the lands.</li> </ul> <p>7. The Owner has received written confirmation from the Region of Peel that:</p> <ul style="list-style-type: none"> <li>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);</li> <li>b. A satisfactory site-specific detailed Traffic Impact Study has been received and implemented for any required development or <i>Planning Act</i> application;</li> <li>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);</li> <li>d. Where more than 10,000 residential units have been approved for development in the 2051 New Urban Area as identified in the</li> </ul>
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		<p>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);</p> <ul style="list-style-type: none"> <li>e. a development agreement has been executed with the Region of Peel to implement the required Regional road improvements (including intersections with Regional roads), which may include the payment of fees, posting of required securities and dedication of roads, widenings, 0.3 m reserves and other lands;</li> <li>f. there is sufficient capacity on the Regional road network to service the lands;</li> <li>g. the proposed road network (public and private) and accesses to Regional Roads are satisfactory; and,</li> <li>h. that stormwater is not directed onto Regional roads in accordance with Regional policies.</li> </ul> <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, where the lands subject to a development application abut or are within 300 metres of a Regional Road, a satisfactory noise report has been received and the recommendations of the noise report have been implemented through the development application.</p> <p>10. The Owner has received written confirmation from the Region of Peel that, a satisfactory healthy development assessment has been</p>
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		<p>received and the recommendations of the assessment have been implemented through the development application.</p> <p>11. The Owner has received written confirmation from the Region of Peel that, a satisfactory Stormwater Management Report has been received and the recommendations of the report have been implemented through the development application.</p> <p>12. 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 does not appear to be parking rates established for Non-Market Housing or Multiplex. With the proposed 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 includes no maximum building area and minimum landscape area (10% of the front yard). 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.
- 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.

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### 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 2022-0001).

### 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](mailto: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 stresses to the Town that significant costly infrastructure (which will take years to complete) 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 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](mailto:tara.buonpensiero@peelregion.ca).

Yours truly,



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



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c.: Kevin Klingenburg, Municipal Clerk  
[Agenda@caledon.ca](mailto: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 2022-0001 dated June 2, 2023

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June 2, 2023

Carmine Caruso, MCIP, RPP  
Senior Planner, Development and Design  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6  
carmine.caruso@caledon.ca

**RE: Official Plan Amendment for Bolton North Hill Secondary Plan  
0, 14289, 14291, 14337, 14442, 14475, 14530, 14600, 14616, 14684, 14685,  
14687, 14700, 14766 Highway 50, 0, 14674, 14691 Duffys Lane, and 0  
Mount Hope Road.  
Bousfields Inc. on Behalf of Bolton North Hill Landowners Group  
Town File Number: POPA-2022-0001 / Region File Number: OZ-22-001C**

Dear Carmine,

The Region has received the above-noted application that proposes an Official Plan Amendment for a privately-initiated Secondary Plan identified as the Bolton North Hill Secondary Plan (also referred to as the Hybrid Option 1/2 lands) inclusive of approximately 178 hectares in the vicinity of Highway 50 and Emil Kolb Parkway. The proposal coincides in part with the settlement area added through the Local Planning Appeal Tribunal (LPAT) approved Regional Official Plan Amendment 30 (ROPA 30) settlement area. The application proposes to re-designate the lands in the Town of Caledon Official Plan from Prime Agricultural Area and Environmental Policy Area to permit a range of residential, commercial, institutional, open space/woodlot, park and stormwater pond land-uses. The proposal further contemplates approximately 4,136 new residential units comprised of single dwellings, townhouses, and medium to high density apartment buildings. As per the 2051 Region of Peel Official Plan (2051 RPOP), the current proposed Secondary Plan area includes lands identified within the 2051 New Urban Area and the Bolton Residential Expansion Settlement (BRES) Area.

## Planning and Development

### 2051 Region of Peel Official Plan

The Bolton North Hill Secondary Plan lands are identified within the Urban System and Designated Greenfield Area in the Peel Region Official Plan. 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, portions of the Secondary Plan are also identified within the 2051 New Urban Area subject to policies in Section 5.6.20.14 and the Bolton Residential Expansion Settlement Area subject to policies in

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Section 5.6.20.14.22. A fulsome assessment is required to demonstrate how the proposed application satisfies the policies and contributes to the overall objectives of the Region of Peel Official Plan. Region staff look forward to working with the applicant and the Town of Caledon to address matters that are required prior to approving secondary plans including, but not limited to the need for secondary plan areas, a Staging and Sequencing Plan, the structure of a connected transportation system, servicing related matters within the 2051 New Urban Area and the BRES Area 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; and
- A Housing Assessment;

The applicant is further encouraged to work with the Town of Caledon on the Town's Phasing Strategy which aims to identify priority of development within the 2051 New Urban Area.

### A Staging and Sequencing Plan

Approval of secondary plans by the Town within the 2051 New Urban Area are to proceed only in accordance with staging and sequencing 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.

- The proposal includes infrastructure that is not included in current Water/Wastewater and Transportation Master Plans. Updates will be required to the master plans to reflect the forecasts in the Regional of Peel Official Plan, this work will further include, in collaboration with local municipalities, the determining of any opportunities to provide and advance infrastructure that would accelerate growth sooner. Any new planned infrastructure will require council direction and approval.

### 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.

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### A Detailed Subwatershed Study or Equivalent Study

In accordance with Region Official Plan policy 5.6.20.14.17 f), 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 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. Regional staff further provide the following comments:

- The current studies submitted with the proposal do not address policy requirements. The study is required to further implement the direction, targets, criteria and recommendations of the Region's Scoped Subwatershed Study (Wood, 2022).
- The Region completed a Scoped Subwatershed Study as part of the Peel 2051 Regional Official Plan Review's Settlement Area Boundary Expansion Study. The Scoped 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.
- The Scoped Subwatershed Study provides specific recommendations, direction, criteria and guidance addressing water management and natural heritage system targets to be implemented within Main Humber River Subwatershed.
- The Subwatershed Study and Secondary Plan will need to address how the natural heritage system recommendations and targets of the Scoped Subwatershed Study are addressed and implemented through the development of the Secondary Plan.
- 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>.

### Agricultural Impact Assessment (AIA)

- The AIA submitted by Orion Environmental Solutions, dated February 16, 2022, does not address policy requirements as outlines in Peel Region Official Plan policies 5.6.20.14.17 a) i) to iv) and 5.6.20.14.22.1 m).

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- The AIA and Secondary Plan will need to identify and map Minimum Distance Separation (MDS I) setbacks in accordance with OMAFRA's minimum distance separation formulae and identify and implement appropriate mitigation in the Secondary Plan area to minimize impacts to adjacent agricultural operations that are located outside the Secondary Plan in the Greenbelt Plan Area.
- In the absence of a terms of reference provided by the Town it is recommended that OMAFRA's draft Agricultural Impact Assessment (AIA) Guidance Document be the reference guide for preparation of the AIA.

### Community Energy and Emission Reduction Plan and Climate Change Adaption Plan

The Community Energy and Emissions Reduction Plan (CEERP) and 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.

- No CEERP or CCAP has been submitted
- 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

Prior to adopting an official plan amendment and secondary plan the in 2051 New Urban Area and BRES Area, a Housing Assessment will be required and be 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. Additional considerations are noted below:

- For apartment units, the applicant is encouraged to include an appropriate proportion of family-sized (two and three or more bedroom) unit types, including units of all sizes that are affordable to moderate income households. The applicant is further 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 new Official Plan.
- As part of the applicant's contribution to the Peel-wide new housing unit target for affordability, the applicant may consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with the applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider.
- The applicant is encouraged to review opportunities to incorporate purpose-built rental apartment units, where possible, or affordable condo rentals. The applicant should explore all available funding sources to support affordable rental housing, such as the [Canadian Mortgage and Housing Corporation](#)

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[Rental Construction Financing Initiative](#) and [Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund](#).

- Consider opportunities for rental, such as purpose-built rental apartment units and/or by incorporating additional residential units (ARUs). This could include ARUs in a certain number of detached, semi-detached homes and townhouses or having the option of ARU rough ins, larger basement windows, fire and safety requirements, and providing separate entrances as part of pre-construction sales.

### Secondary Plan Draft OPA

- The Secondary Plan's policies for the natural environment and water management do not reference the requirement that development of the Secondary Plan is subject to the recommendations and direction of a detailed subwatershed study, or equivalent study. Including 2051 RPOP Policy 5.6.20.12 that requires the local municipalities to require community or neighbourhood block plans to implement the policies of any new secondary plan and the recommendations of subwatershed studies on a sub-area basis in order to coordinate the overall delivery of services and infrastructure staging and sequencing, including the layout/function of open space corridors, and natural heritage system features, linkages and areas.
- The relationship of the Functional Servicing, Stormwater Management and Natural Heritage Study Reports to the detailed subwatershed study and implementing block planning studies and reports is unclear and should be revised or clarified in accordance with policy requirements.

### **Development Engineering**

The proposal includes infrastructure that is not included in current Water/Wastewater Master Plans. Updates will be required to the master plan to reflect the forecasts in the Regional of Peel Official Plan, this work will further include, in collaboration with local municipalities, the identification of any opportunities to provide and advance infrastructure that would accelerate growth sooner. Any new planned infrastructure will require council direction and approval. Further comments are noted below:

- No water and sanitary infrastructure exists in this area to service the proposed Secondary Plan Area. The Region has initiated a Class Environmental Assessment (EA) in Bolton to address and identify the infrastructure projects required to service the ROPA 30 lands. The projects follow the schedule C Municipal Class EA process and the EA is anticipated to be completed by the fall of 2024. The Bolton Class EA will determine the servicing strategies for these lands.



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### Functional Servicing Report

- The total amount of units proposed in the introduction section of the FSR is 4562, whereas the concept plan indicates a total unit count of 4136. Further, there is a discrepancy in the total population when compared against the water demand calculations. The Sanitary calculations indicate a total Option 1 + Option 2 population of 12,536 persons, compared to 12,882 persons under the water demand calculations.
- It is encouraged that the applicant uses updated PPU figures from the 2020 Region of Peel DC study where possible to determine populations.
- The sanitary sewer will need to be upgraded/twinning, extended, and new sanitary pumping stations and forcemains are required.
- The sanitary drainage plans in future submissions must indicate drainage areas, drawing C-709 was not included which should highlight these drainage areas.
- Based on the provided information in the FSR, the estimated PWWF of the combined Option 1 and 2 lands should be 169.4 L/s, inclusive of 47.2 L/s or I/I flow.
- The full build out to the 2051 ultimate conditions for these lands will require a new pressure zone 7, new water pumping station, storage facilities and watermain network.
- Collective fire flow is estimated to be 220 L/s as per the Bolton Residential Expansion Study Infrastructure Report (GM Blueplan, June 16, 2014). Given this, the total ultimate 2051 condition population for Option 1 and 2 lands (residential + Jobs) is 12, 882 persons, and the estimated minimum required fire flow demand (FF+MDD) is 288.5 L/s for Option 1 lands, and 223.9 L/s for Option 2 lands. Flow and duration requirements will increase from this minimum if the service population increases.

### Stormwater

- SWM pond 208 and 210 should be relocated to avoid an outlet towards Highway 50. If this is not feasible, demonstrate why, and design SWM for these catchments according to Peel's Stormwater Design criteria and MECP's latest CLI ECA stormwater criteria for new developments. If quantity control is not required for these catchments draining to Hwy 50, the Region requires LID infiltration and filtration should be used for quality and erosion control instead of wet ponds.

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Hydrogeological Review

- The Hydrological Assessment prepared by Crozier and Associates dated April 4, 2022 provides information from the review of the MECP WWRs database with a total of 206 well records identified within the 500 meters area. 153 identified as supply wells, 2 public wells, and the rest either monitoring wells, decommissioned or unknown wells.
  - The report is missing the door-to-door survey, dewatering calculations, a discharge plan, as well as a contingency plan for well complaints. The consultant will need to provide a door-to-door survey within the 500 meters area and invite residents to participate in the monitoring program. A contingency plan for well complaints must also be included within the revised report.

**Transportation and Traffic Development**

- The concept plan shows an extension of the Emil Kolb Parkway to the west. The Region has no plans for this extension and further discussions is necessary to confirm that this would be a Town road.
- There are two Regional Roads within the planning area – Regional road 50 (Highway 50) and Regional Road 150 (Emil Kolb Parkway)

Land dedication

Land dedication requirements along Regional roads are as follows:

	Right-of-way (meters)	
	Highway 50	Emil Kolb Parkway
Mid-block	36	45
245 meters within a single left-turn lane intersection	41.5	50.5
245 meters within a dual left-turn lane intersection	45	54

- Please note, a revised Traffic Impact Study (TIS) will be required to further determine the required intersection layout to support the development. The detailed land dedication requirement will be confirmed through review of the TIS.

Access Spacing requirements

Minimum spacing requirements between proposed new intersection/access

	Minimum Spacing (meters)	
	Highway 50	Emil Kolb Parkway
	Suburban connector	Industrial Connector
Full move	300	450
Left-in, right-in/right-out	150	225
Right-in/right-out	75	100

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- An updated detailed concept plan which includes proposed spacing measurements of any new roadways connections is to be provided for our review and comment;
- Please ensure any proposed new road connections on to Regional Roads meet the minimum spacing requirements noted within the Region’s Road Characterization Study (as per the above table);
- Please note due to the limited frontage available to the proposed commercial block located at the NW corner of Highway 50 and Emil Kolb Parkway, access will only be considered as restricted.
- Please note due to the limited frontage available to the proposed high density residential block located at the SW corner of Highway 50 and Emil Kolb Parkway, access will only be considered as restricted.

Traffic Impact Study

- The provided TIS dated December 2021 contains outdated information and count data. Further conducting an analysis beyond 2031 is preferred since full build-out of the development may not be completed by 2031. Current studies are required to be completed and used within the revised TIS. With regards to any proposed Traffic Signals at intersections it is to be noted that traffic signal on Regional Road can only be supported when meets the signal warrants. The revised Traffic Impact Study should include signal warrants analysis at the proposed signal locations.
- Further, the travel patterns in the report do not take into consideration major road improvements, such as the Highway 427 extension to Major Mackenzie. This extension to the 400-series highway may have a significant impact on the existing travel patterns observed in the study area (i.e., more vehicles travelling SB through the Downtown Bolton, area along Highway 50).



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- The report notes that a growth rate of 2%, compounded annually, was applied to all movements on the boundary road network under the 2017 existing conditions. This value is a bit larger than what the Region is currently forecasting for this area, and may overestimate the increase in the number of background trips between 2017 and 2031.
- The need and justification is unclear for major road widening on Hwy 50 from Bolton Heights Dr to north of King St in the southbound direction.
- Some of the future improvements that are listed in the Transportation Assessment may not be feasible in the context of recently approved recommendations, or recently initiated projects on Queen St through downtown Bolton:
  - Parking restriction on Hwy 50, north of King St, may not be feasible in the context of recently approved recommendations from Peel's Parking Pilot for all-day on street parking in downtown Bolton.
  - Signal timing adjustments at Hwy 50/King St and an exclusive right-turn lane at Hwy 50/Columbia Way may not align with future recommendations of Peel's Queen St (Hwy 50) Complete Corridor Study and Preliminary Design.

## Regional Municipal Class EA

- The Region of Peel has initiated a 'Complete Corridor Study and Preliminary Design' Schedule A+ Municipal Class Environmental Assessment Study for improvements to Queen Street (Highway 50) from Queensgate Boulevard to Columbia Way in the Village of Bolton. Coordination between the proposal and the EA will be required. For any questions regarding the project, please contact the Project Manager Sonya Bubas at [sonya.bubas@peelregion.ca](mailto:sonya.bubas@peelregion.ca).

## Healthy Communities

- An outdated version of the Healthy Development Assessment (HAD) was submitted for review of this application. Please note moving forward on future resubmission the most recent version of the HDA will need to be utilized and can be found here:
  - [Development applications resources - Region of Peel \(peelregion.ca\)](#)
  - <https://peelregion.ca/healthy-communities/#res>
- While the Healthy Development Assessment reached a passing score, there are further opportunities to enhance the built environment. Please consider the following below:

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- Please label sidewalks on both sides of the road. Best practices and recommendations shared within the Healthy Development Index suggests that the presence and extent of sidewalks on both sides of the street encourages walking and non motorized forms of travel. While sidewalks can encourage physical activity, if a sidewalk is in poor condition or inaccessible, it is shown to act as a barrier to walking, especially for seniors.
- For any block sizes that exceed 80 by 180m in size, regional staff encourage the addition of pedestrian walkways to further provide connectivity in the community. Further, explore consideration for physically separated bicycle lanes on the arterial roads.
- Neighbourhood and public retail services should be located linearly along major roads, with the main entrance facing the street. This will enhance the pedestrian environment.

## Waste Development

- All 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 are met;
- All multi-residential and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and 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>

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](mailto:patrick.amaral@peelregion.ca)

Yours truly,



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