

April 22, 2024

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Public Works

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**RE: Caledon Strong Mayor Powers - Proposed Zoning By-law Amendment
Lands Generally for the Lands Between Kennedy Road, Heart Lake Road, North of
Mayfield Road, and South of Highway 410, Town of Caledon
Town File Number: RZ 2024-0004C (Area A9)
Region File Number: RZ 24-004C
Related File: Proposed Official Plan Amendment (File No. POPA 2021-0010)**

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 Kennedy Road, Heart Lake Road, North of Mayfield Road, and South of Highway 410. 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

While these lands are designated as Residential Policy Area A and Environmental Policy Area in the Mayfield West Secondary Plan (Schedule 'B' in the Town of Caledon Official Plan), the Town's Official Plan requires that lands within the Residential Policy Area A designation require the preparation of a Secondary Plan. The Region of Peel suggests that this By-law is premature without comprehensive planning (i.e. Secondary Planning) supported by satisfactory technical studies (i.e. subwatershed study, servicing study, transportation study, stormwater management study, etc.). 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).

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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.

Housing Pledge

Based on previous conversations with the Town, the Region understands that these lands are 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 2021-0009) 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. The Region has received a revised submission which is currently under review. Comments on the Proposed Official Plan Amendment will be sent under separate cover once the review is completed.

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:

- The environmental limits on a site-specific basis have not been examined or substantiated through satisfactory detailed Environmental Studies, so the limits of the proposed EPA1-HDD 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 determined to be satisfactory, the limits of the EPA1-HDD 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.

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Although Zoning By-laws are typically regulatory in nature, the proposed By-law currently indicates that the limits of the EPA1-HDD 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 has not been completed 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.

- 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.

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- 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 Private Home Day Cares are not permitted uses within a Live-Work unit within the RMD-AAA-HDD, RMD-BBB-HDD and RMD-CCC-HDD zones. 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 RMD-AAA-HDD and RMD-BBB-HDD zones which requires a minimum width of 6 metres for a private road/street or lane.
- 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 no 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 be added 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 Secondary Plan is 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 2024-0009, by applying a Holding (“H”) symbol to each of the zones: RMD-AAA-HDD, RMD-BBB-HDD, RMD-CCC-HDD and EPA1-CCC-HDD.

While at first glance it may appear that the EPA1-CCC-HDD zone would not warrant an “H”, the limits of the EPA1-CCC-HDD zone may not reflect the boundaries of the environmental lands as explained in this letter.

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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 specified in the Holding condition 2.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 the limits of the 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?

Considering that the Secondary Plan and development applications are not yet satisfactory or approved, 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 ensures that a Secondary Plan is completed. Recognizing that the planning authority will change as of July 1, 2024, the Region is not included as being a “satisfied” party in this condition.
- The second holding provisions looks to ensure that financial obligations required to deliver this community is shared among stakeholders appropriately.
- The third holding provision (comprised of subsections 3.a to 3.d) speaks to the requirements for delivering water and wastewater services in a timely, financially sustainable and effective manner.
- The fourth holding provision (comprised of subsections 4.a to 4.f) speaks to the requirements for ensuring a successful transportation network, including Regional roads.
- The fifth 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 (6, 7, 8 and 9) 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.

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.

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Zone Designation	Location	Conditions for Removal
RMD-AAA-HDD RMD-BBB-HDD RMD-CCC-HDD EPA1-HDD	Part of Lot 18 , Concessions 2 and 3 EHS (Chinguacousy)	<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> RMD-AAA-HDD, RMD-BBB-HDD, RMD-CCC-HDD and EPA1-HDD, 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, together with the required supporting studies. 2. 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. 3. 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 as well as any other required development or <i>Planning Act</i> application(s); 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. 4. The Owner has received written confirmation from the Region of Peel that: <ol style="list-style-type: none"> a. a satisfactory Transportation Study for the

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		<p>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> <ul style="list-style-type: none"> 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. 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; d. there is sufficient capacity on the Regional road network to service the lands; e. the proposed road network (public and private) and accesses to Regional Roads are satisfactory; and, f. that stormwater is not directed onto Regional roads in accordance with Regional policies. <p>5. 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>6. 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>7. 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>8. 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>9. 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.
- 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 no minimum landscape area. 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.
- The subject lands are adjacent to Highway 410 and therefore the Town should be consulting with the Ministry of Transportation on this topic.
- Without the completion of Secondary 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

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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 2021-0009).

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

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. 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.

Yours truly,



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

c.: Kevin Klingenburg, Town of Caledon

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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

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Appendix I: Regional Comments POPA-2021-010 – Dated May 5, 2022

May 5, 2021

Sean Kenney, MCIP, RPP
Senior Planner
Town of Caledon
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**Re: Snell's Hollow East Secondary Plan
Glen Schnarr and Associates Inc.
Snell's Hollow Developers Group
3728 Mayfield Road, 12097 Kennedy Road, 12141 Kennedy Road, 0 Heart Lake
Road, 0 Kennedy Road**

**Region File: OZ-21-010C
Town File: POPA 2021-0010**

Dear Sean Kenney,

The Region has received the first submission materials for the above-noted Local Official Plan Amendment (LOPA) for a privately initiated Secondary Plan referred to as Snell's Hollow East in the Town of Caledon. The community is contemplated to consist of a mixture of residential (low, medium and high density) totally 1,087 units, two parks, open space, stormwater management ponds and commercial uses along with an internal road network. The comments enclosed in this letter outline key Regional considerations which are meant to assist the Town align with strategic Regional planning initiatives and requirements.

Planning and Development

Amendment to the Official Plan

As per Section 17(3) of the *Planning Act*, Regional Council is the approval authority for the Official Plans of the local municipalities of the Region of Peel, including local official plan amendments. In accordance with Regional by-law 1-2000, Local Official Plan Amendments are generally exempt from Regional approval where they have had regard for applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan Amendment is required to accommodate the local Official Plan Amendment.

Following our review of POPA-2021-0010, we can advise that the application has addressed the requirements for exemption from Regional Approval.

Notwithstanding this, Regional staff offer the following comments and requirements for a request of resubmission:

Planning Justification Report

We have reviewed the Planning Justification Report prepared by Glen Schnarr & Associates Inc dated August 2021 and have no general concerns with the analysis and conclusions therein as the appropriate Provincial and Regional policies for development have been identified. However, the applicant is to further provide consideration towards the Region's affordable housing targets detailed in the proceeding section below.

Affordable Housing

Region of Peel (ROP) Official Plan

To ensure that planning for Snell's Hollow is supported by a range of housing options, the secondary plan for this community should include a mix of housing form, density, tenure and affordability in alignment with the Region's Official Plan policies (Section 5.8) including the housing targets in table 4, and [Peel Housing Strategy](#). Public and non-profit sectors are important for helping achieve low-income affordable housing units while for-profit development help contribute to affordable housing targets – especially for moderate income households.

- Prior to adoption of the Secondary Plan, planning for the community must aim to implement the Region's housing targets through the development process.
- We request revised materials that demonstrate how the Regions housing targets can be met through detailed land use planning process. Consideration must be given to phasing, how the development will contribute to low- and moderate-income affordable housing need (including family sized units and consideration for Additional Residential Units (ARUs) within future designs) and how the secondary plan will provide housing choice through a range and mix of unit types, sizes, and tenure. An updated analysis or breakdown of affordable housing commitments for the secondary plan is requested.
 - Consideration should be given to providing a broader range of housing types (beyond low density housing types), to demonstrate a stronger contribution towards Peel-wide new housing unit targets on density and rental.
- The Peel 2051 Municipal Comprehensive Review (MCR) was recently adopted by Regional Council and contains new proposed housing policies (section 9). The applicant is encouraged to consider these policies when providing an updated analysis.

Town of Caledon Official Plan Review (Future Caledon)

- The Town of Caledon has developed an Affordable Housing Strategy which informs the Town's Official Plan and highlights the Town's role in supporting affordable housing. To further demonstrate alignment with housing objectives, the applicant should demonstrate how this proposed development aligns with the Affordable Housing Strategy.

Land Donation

- As part of the applicant's contribution to the Peel-wide housing target on affordability, the applicant may consider a contribution of land or units to the Region or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with the applicant to establish the terms of such a contribution.

Human Services

- There is a potential need for co-location with a licensed childcare centre in the community. The applicant could explore this opportunity in one of the proposed mixed-use spaces. 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.

Public Health

The Healthy Development Assessment reached a Silver threshold with a score of 75 percent. While this is encouraging, there are further opportunities to enhance the built environment. Please consider the following below:

Street Network:

- To promote physical activity, we encourage opportunities for active transportation through the creation of a permeable and well-connected pedestrian and cycling network. We encourage the inclusion of pedestrian connections from the street network to the NHS system.

Streetscape Characteristics:

- Consideration should be given to including sidewalks on both sides of the street which are a minimum of 1.8m in width. Please determine to see if this will be possible, even if it is only one side of the street, with the other sidewalk being 1.5m.
- Public outdoor areas such as pedestrian walkways, parks, and parking areas should include pedestrian- scaled lighting, shading and benches.
- For future consideration of the medium density and commercial developments, these buildings should be located linearly along major roads, with the main entrance facing the street. This will enhance the pedestrian environment.

Transportation Planning

Sustainable Transportation

Site Proximity of the residential and park space to the Highway 410:

The residential uses within the secondary plan are concentrated in close proximity to Highway 410. Although this is necessary to some extent help protect the natural heritage system towards Mayfield Road, this creates challenges to mitigate negative impacts of noise

and air pollution from the highway. There are a number of approaches the applicant can consider to improve their submission in this regard, such as providing a greater buffer between the residential units and the highway (potentially more than the MTO minimum), and making adjustments to the secondary plan layout and design to further mitigate noise and pollution impacts. The applicant should also consider other solutions such as landscaping and streetscape characteristics that will be provided to buffer the residential development and park space from the close proximity to the highway.

- Regional staff are looking to better understand what mitigation measures are planned to reduce the health impacts associated with the exposure to traffic emissions from the 410.
- The development plan will need to conform to Regional Official Plan policies 5.1.3.1 and 5.9.4.2.13 to prevent adverse effects from noise and other contaminants. In particular:
 - Noise: The Noise Feasibility Study recommends very high noise walls and berms to mitigate noise impacts from the Highway on the residences. Such noise walls are not generally helpful to create a high quality, pedestrian oriented streetscape and overall environment. The applicant will need to consider this as more detailed streetscaping plans proceed. Also, the report almost entirely focuses on noise impacts on residences, rather than the parcels of parkland, which are all directly adjacent to the highway. If the parkland is noisy, it will be less valuable and welcoming for future residents.
 - Air pollution: the Planning Justification Report only speaks to the air pollution impacts of the development itself, and not the potential health impacts on future residents who will be living in close proximity to the 410 in this design. This should be mentioned, considered, and examined in this report and through supplementary documents.

Active Transportation and Transportation Demand Management (TDM)

The applicant should consider additional opportunities to better encourage sustainable and active trips, and manage transportation demand:

- The current plan does not include any trails or pedestrian/cycling connections through the natural heritage system. The proponent should clarify whether these will be provided. Future residents should be provided a walking route that is as direct as possible from their homes to the Commercial area on Mayfield Road to make these services easily accessible, while still ensuring protection of the natural heritage system.
- Although the development scores fairly high overall through the Healthy Development Assessment, one area with lower scores is in Neighbourhood Community and Retail Services (i.e. standards 6, 7, 8) which are very important in order to encourage active travel by residents. The applicant may want to consider providing space for some services within the secondary plan area through additional land uses (small scale commercial, etc), to ensure basic community services are accessible to residents in this area without needing a car.

- The development scores low in the Efficient Parking category of the HDA, and the TDM measures within the Traffic Impact Study are very limited. The applicant should consider expanding their recommended TDM measures, including further exploring opportunities for shared parking spaces between user groups, providing specific spaces for carpooling or car share vehicles, and unbundling parking from some residential unit purchases. Regional staff also encourage limiting surface parking within the development and the addition of underground or on street parking where possible.
- Safe and secure short- and long-term bicycle parking should be provided within the various medium-high density and commercial blocks. The applicant should follow the directions in the Peel H.D.A. for minimum bicycle parking standards for multi-unit residential and retail/commercial uses.

2020 Focused Analysis Area

- A portion of the subject lands fall within the 2020 Focused Analysis Area Preferred Route for the Highway 413 and the Narrowed Area of Interest for the Northwest GTA Transmission Corridor. As such, the Secondary Plan application must be circulated to the Province for their review and clearance.
 - In particular, the subject lands fall within close proximity to the Highway 413-Highway 410 connection. As such, the secondary plan must ensure that this connection is protected in accordance with Regional Official Plan policy 5.9.12.2.3.

Traffic Development

Access and Study

- Prior to adoption of the Secondary Plan, a Traffic Impact Study (TIS) acceptable to the Region of Peel will be required detailing the effect of the proposed development on the adjacent Regional Road network and intersections and identifying any mitigation measures. Additional details are noted below:
 - Traffic signals are recommended at site access opposing Stonegate Drive on Mayfield Road.
 - Please note Peel Region can only support signalization when warranted. We request the application provide a signalization justification letter from the Traffic Consultant. Note Pedestrian/ Cyclist crossing signal can be considered separately from a full Traffic signalization.
- Minimum access spacing requirements of the Region's Road Characterization Study (RCS) must be considered along and in proximity to Mayfield Road. An emphasis of the RCS is to limit the number of accesses permitted onto the Regional Road network. This must be considered for the proposed commercial and medium-high density blocks fronting Mayfield Road.

Property Requirements

- Future property dedication requirements for Regional Road 14 (Mayfield Road) are noted in the table below:

		ROW	Measurement from centreline of Mayfield
	Mid-block	50 metres	25 metres
245 metres within intersection	Single-left turn intersection	55.5 metres	27.75 metres
245 metres within intersection	Dual left turn intersection	59 metres	29.5 metres

- 15m x 15m Daylight Triangles will be required at Regional Intersections including the intersections of Mayfield Road and Kennedy Road and Heart Lake Road;
- Confirmation is required to understand if the site access onto Mayfield Road will be a private site or municipal access. Daylight triangle requirement may also be applicable at the access on Mayfield Road.
- The gratuitous dedication of a 0.3 metre reserve along the frontage of the property along the Mayfield Road, except the approved access point.
- Future development applications will be required to provide a draft reference plan for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Landscaping/Encroachments

- Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits.

Regional Roads - Capital

- The Region will have a requirement for a permanent access easement on the subject lands to allow pedestrian and vehicular access to the Region's sanitary sewer located in the Hwy 410 corridor on the south side of the highway east of Kennedy Road.

Development Engineering

Functional Servicing Report

A Functional Servicing Report dated February 2021 and prepared by Schaeffers Consulting Engineering was received. Following the review of the FSR and notwithstanding the proposal included an estimated population beyond the Region's forecasted growth for this area, no

water and wastewater capacity constraints or concerns were identified in servicing the proposal.

- Although the Region does not have any concerns to the feasibility for servicing the proposal, a resubmission of the FSR is required and the following information must be considered within the FSR to confirm flow calculations and assumptions made in the Regions models:

Water Review

- The fire flow requirement for this development should not be added up for each area (maximum fire flow should be considered as the fire flow requirement which is 416.7L/s).

Wastewater review

- There is a slight discrepancy in average persons per unit (ppu) used for singles/semi-detached and apartments to estimate the population compared to Region DC criteria, this results in underestimation of population. It is recommended to use the latest Region DC average persons per unit (ppu) criteria to estimate the population.
- Confirm / check wastewater flow calculations based on revised population.
- The proposed Region masterplan project (construction of a 1200-mm sanitary sewer on Kennedy Road from Mayfield Road to Christie Drive) and capital project (construction of a 375-mm sewer on Ecopark Close up to Heart Lake Road) should be completed prior to wastewater servicing for this development.
- The proposed sanitary sewer to connect to existing sewer at Heart Lake Road and Ecopark Road will be the benefiting developer's responsibility.

Stormwater Review

The Stormwater design for the secondary plan area is required to be in line with Region's storm criteria. Additional information for consideration and details for confirmation are noted below:

- There is an existing 525 mm crossing on Mayfield – this is Region owned. This is being proposed to be used for discharge from SWM pond 2.
 - Confirmation is required to understand if SWM Pong 2 will be owned by the Town.
 - Conformation is required to understand if a regional event is contemplated to also be conveyed via the 525 mm sewer, or whether there will be an overland spillway.
 - The region does support any overland flow from the SWM pond onto the regional road.
 - 100 y flow = 0.532 cms.

- Future Development stages will need to confirm drainage capacity of the 525mm sewer. The stormwater design is required to be in line with Region's storm criteria.
- Area 203 fronts Mayfield – onsite controls are proposed but confirmation is required to for capacity of Mayfield Rd ditches and sewers to convey outflow.
- Most of the sewers located on the south side of Mayfield along this stretch are already surcharged. As such, upsizing will be required.
- Mayfield Road is scheduled for widening in mid 2026. Discussions may be required regarding any cost implications to the Road widening project due to this proposal.

Environmental Considerations

Water Resource System and Natural Heritage System Policy Conformity:

According to the CESIMP, the subject property contains the Heart Lake Provincially Significant Wetland, an unnamed tributary of Spring Creek and a significant valleyland system. The Region of Peel Official Plan designates the Heart Lake PSW Wetland as a Core Area of the Greenlands System on Schedule A of the Region of Peel Official Plan. The TRCA is currently reviewing the CEISMP and providing technical comments to confirm there are no Regional policy concerns with the proposed development and supporting documents.

Completion of CEISMP Study Requirements

- Prior to adoption of the Secondary Plan, confirmation is required from the TRCA that the three-part CEISMP has been finalized and satisfies the requirements of the Terms of Reference approved by the Region, Town and TRCA. The review by the TRCA should ensure that recommendations of the CEISMP are being implemented in the Secondary Plan.

Conformity with the Regional Official Plan Greenlands System

- Prior to adoption of the Secondary Plan, confirmation is required from the TRCA that the proposed limits of the Environmental Policy Area (EPA) designation will provide for the protection of the Heart Lake Provincially Significant Wetland with appropriate buffers and provide for the appropriate protection, restoration and enhancement of the significant valleyland system within the Snell's Hollow Secondary Plan.

Hydrogeological Review

- The Hydrological Assessment prepared by R.J Burnside & Associated Ltd provides information from the review of the MECP WWRs database with a total of 81 well records identified within the 500 meters area. 30 identified as supply wells, 16 test wells, 12 monitoring wells and 22 abandoned wells.
 - The report is missing the door-to-door survey 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.

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>

Heart Lake Road Landfill (7029)

- This property is within the vicinity of the Heart Lake Road landfill site. It is an inactive, private landfill located on the southwest corner of Mayfield Rd. and Heart Lake Rd. The exact boundaries are unknown. It was closed sometime in the 1950's. It is catalogued by the M.O.E as 7029. No further information is available.

Concluding Remarks

Regional staff look forward to working collaboratively with the Town of Caledon and applicant to advance the application. Regional staff are available to engage further in this process with the applicant to address detailed comments. Revised submission materials as noted above are required. Updated Regional comments will be provided when the requested revised materials are received.

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

Yours truly,



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