



THE REGIONAL MUNICIPALITY OF PEEL
PUBLIC MEETING
REVISED AGENDA

Date: November 4, 2021
Time: 1:00 PM
Location: Council Chamber, 5th Floor
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

Purpose: To hold a Public Meeting pursuant to Section 26(3) and 17(16) of the *Planning Act, R.S.O. 1990*, as amended, to discuss the proposed Regional Official Plan Amendment (ROPA) required as part of the Official Plan Review and Municipal Comprehensive Review (MCR).

The meeting will be live streamed on <http://www.peelregion.ca/>.

1. DECLARATIONS OF CONFLICT OF INTEREST
2. OPENING OF PUBLIC MEETING
3. CONFIRMATION OF NOTIFICATION
4. FURTHER NOTICE REQUEST
5. STAFF PRESENTATIONS
 - 5.1. Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review (Oral)
Presentation by Adrian Smith, Chief Planner and Director, Planning and Development Services
6. PUBLIC PARTICIPATION (Oral Submissions)
 - 6.1. Matthew Cory, Principal, Malone Given Parsons Ltd., on behalf of Brookvalley Project Management Inc.
Providing Comments on the Peel 2051 Settlement Area Boundary Expansion and Land Needs Assessment Report

- *6.2. Keith MacKinnon, Partner, KLM Planning Partners Inc., on behalf of Metrus Central Properties
Providing Comments on the Proposed Regional Official Plan Amendment Related to the Lands Owned by Metrus Central Properties and the Proposed Land Designations within the Regional Municipal Comprehensive Review Process (**Presentation now available**)
- *6.3. Christine Fang-Denissov, Principal, Urban Strategies Inc., on behalf of SmartCentres Real Estate Investment Trust (SmartCentres)
Regarding the Designation of Certain Properties Owned by SmartCentres as Employment Areas as Identified in the Draft Regional Official Plan Policies and Mapping (**Presentation now available**)
- 6.4. David Sylvester, President, Forks of the Credit Preservation Group Inc.
Regarding the Protection of Water Resources and Aggregate Extraction Policies as Part of the Peel 2051 Regional Official Plan Review
- *6.5. Paul Lowes, Principal, SGL Planning and Design Inc., on behalf of the Wildfield Village Landowners Group
Providing Comments on the Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review (**Presentation now available**)

7. PUBLIC PARTICIPATION (Written Submissions)

- 7.1. Jason Afonso, Senior Associate, Glen Schnarr and Associates Inc., on behalf of the Alloa Landowners Group
Letter dated October 6, 2021, Expressing Support for the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.2. Balkaran Dhillon, Resident, Town of Caledon
Email dated October 9, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.3. Sukhman Dhillon, Resident, Town of Caledon
Email dated October 9, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.4. Himanshu Kumar, Resident, Town of Caledon
Email dated October 18, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.5. Nancy Hurst, Resident, City of Hamilton
Email dated October 18, 2021, Regarding Notice of Minister's Zoning Order Request on 0 and 12035 Dixie Road Related to the Settlement Area Boundary Expansion (Receipt recommended)
- 7.6. Aniket Saini, Resident, Town of Caledon
Email dated October 19, 2021, Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)

- 7.7. Abhishek Ganghas, Resident, Town of Caledon
Email dated October 19, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.8. Sara Tavakoli and Kevin Gauthier, Residents, City of Mississauga
Email dated October 20, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.9. Resident, Region of Peel
Email dated October 20, 2021, Regarding Economic Prosperity through Forced Population Growth and Environmental Destruction (Receipt recommended)
- 7.10. Jerry Kajfasz
Email dated October 21, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.11. Mike Sahota, Resident, Town of Caledon
Email dated October 22, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.12. Anil Joshi, Resident, Region of Peel
Email dated October 23, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.13. Paul Takhar, Resident, Town of Caledon
Email dated October 25, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.14. Rosemarie Humphries, President, Humphries Planning Group Inc.
Letter dated October 26, 2021, Regarding a Request for Urban Area Boundary Expansion (Palgrave Settlement Area) Related to the Region of Peel Municipal Comprehensive Review (Receipt recommended)
- 7.15. Judy Mabee, Belfountain Community Organization and West Caledon Communities Aggregate Group
Email dated October 26, 2021, Providing Comments on the Proposed Regional Official Plan Amendment (Receipt recommended)
- 7.16. Ancur Joshi, Resident, Region of Peel
Email dated October 27, 2021, Providing Comments on the 2051 Settlement Area Boundary Expansion Plan (Receipt recommended)
- 7.17. Mark McConville, Associate, Humphries Planning Group Inc., on behalf of Vincent and Carlo Mastrogiuseppe
Letter dated October 28, 2021, Regarding a Request for Inclusion of the Property Owned by Their Clients Within a Node/Centre Strategic Growth Area Related to the Region of Peel Municipal Comprehensive Review (Receipt recommended)
- *7.18. Jass Dhillon, Resident, Town of Caledon
Email dated October 29, 2021, Providing Comments on the 2051 Regional Official Plan Review (Receipt recommended)

- *7.19. Jessica Johal, Resident, Region of Peel
Email dated October 30, 2021, Providing Comments on the 2051 Regional Official Plan Review (Receipt recommended)
- *7.20. Christine Fang-Denissov, Principal, Urban Strategies Inc., on behalf of SmartCentres Real Estate Investment Trust (SmartCentres)
Letter dated November 2, 2021, Regarding the Peel 2051 Official Plan Review and Municipal Comprehensive Review, Designation of Certain Properties Owned by SmartCentres as Employment Areas as Identified in the Draft Regional Official Plan Policies and Mapping (Receipt recommended)
- *7.21. Jennifer LeForestier, Resident, Town of Caledon
Email dated November 2, 2021, Providing Comments on the Peel 2051 Settlement Area Boundary Expansion and Land Needs Assessment Report (Receipt recommended)
- *7.22. Ryan Guetter, Executive Vice President, Weston Consulting, on behalf of Tullamore Industrial Limited Partnership
Letter dated November 3, 2021, Regarding the Peel 2051 Official Plan Review and Municipal Comprehensive Review (Receipt recommended)
- *7.23. John Mallovy, Vice President, Corporate Real Estate, Rogers Communications Inc.
Letter dated November 3, 2021, Regarding the Peel 2051 Official Plan Review and Municipal Comprehensive Review (Receipt recommended)
- *7.24. Philip Stewart, Pound and Stewart Associates Limited, on behalf of La Ferme H&S Limited Partnership
Letter dated November 3, 2021, Regarding the Peel 2051 Official Plan Review and Municipal Comprehensive Review (Receipt recommended)
- *7.25. Jason Afonso, Senior Associate, Glen Schnarr and Associates Inc., on behalf of Bill Newhouse, Landowner, Town of Caledon
Letter dated November 3, 2021, Regarding the Peel 2051 Official Plan Review and Municipal Comprehensive Review (Receipt recommended)
- *7.26. Kiranjit Kaur, Resident, Town of Caledon
Email dated November 3, 2021, Providing Comments on the 2051 Settlement Area Boundary Expansion Plan (Receipt recommended)
- *7.27. Ardas Nijjer, Resident, Town of Caledon
Email dated November 3, 2021, Providing Comments on the 2051 Settlement Area Boundary Expansion Plan (Receipt recommended)
- *7.28. Bahar Shadpour, Manager, Policy, Communications and Engagement Centre for Equality Rights in Accommodation
Letter dated November 3, 2021, Providing Comments on the Proposed Regional Official Plan Amendment Related to Housing and Inclusionary Zoning (Receipt recommended)
- *7.29. Kevin Bechard, Senior Associate, Weston Consulting, on behalf of Tarpa Construction Ltd.
Letter received November 2, 2021, Providing Comments on the Proposed Regional Official Plan Amendment Related to Settlement Area Boundary Expansion (Receipt recommended)

- *7.30. Marc De Nardis, Planning Associate and Michael Gagnon, Managing Principal Planner, Gagnon, Waker, Domes, on behalf of Antonio and Raffaella Petralla, Landowners, Town of Caledon
Letter dated November 4, 2021, Providing Comments on the Peel 2051 Official Plan Review (Receipt recommended)
- *7.31. Maria Jones, Project Planner, Candevcon Limited
Letter dated November 2, 2021, Regarding a Request for Municipal Conversion Review for Certain Properties in the City of Brampton Business Employment Corridor and Lester B. Pearson Operating Area (Receipt recommended)
- *7.32. Marcia Bryan, Chair, Cooksville ACORN, on behalf of Peel ACORN
Letter dated November 4, 2021, Regarding the Inclusionary Zoning Official Plan Amendment, Zoning By-law Amendment and Draft Implementation Guidelines (Receipt recommended)

8. CONCLUSION AND CLOSING OF PUBLIC MEETING

Peel2051

Regional Official Plan Review and Municipal Comprehensive Review

Statutory Public Meeting

November 4, 2021

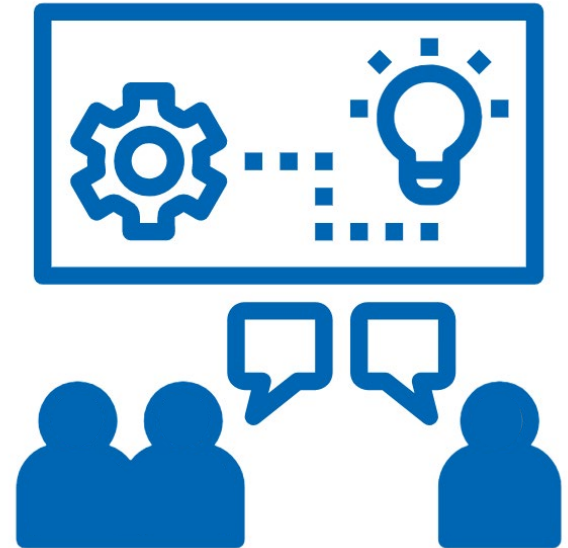
**Adrian Smith, Chief Planner & Director of Planning & Development
Services**

Public Meeting

- Forum for gathering feedback from the public, an important aspect of planning
- Conducted in accordance with the *Planning Act*
- Receiving public input on the proposed Regional Official Plan Amendment and Municipal Comprehensive Review (MCR)
- Changes apply to the entirety of Peel
- Province is the approval authority
- Ontario Land Tribute appeal rights limited to municipality

Notification

- Statutory requirements for open houses and public meeting notification have been met by providing appropriate notice to:
 - notification list (those who have requested notice through planpeel@peelregion.ca or at previous in-person consultation events)
 - prescribed bodies (as required under Ontario regulations, includes municipalities, agencies, stakeholders, utilities, etc.)
 - Indigenous communities
 - in four local newspapers
 - social media
 - community boards
 - Website
 - Peel Connects newsletter



Consultations

- Over 60 engagement events including informal in-person and virtual open houses, pop up events, and open houses
- Feedback received through online surveys, workshops, and targeted stakeholder, community and Indigenous engagement sessions
- Latest open houses took place October 26-27
- Additional ask the planner sessions being planned for those unable to attend open houses/ public meeting
- Any materials received via email or through delegation will be considered and responded to by staff
- Oral or written comment submissions will appear on agendas and minutes of reports and as public record of the proceedings in compliance with the *Municipal Freedom of Information and Protection of Privacy Act*
- Comments received since August and to November 30, 2021 will be considered in final recommendation



Background

What is a Regional Official Plan?

The Regional Official Plan is a long-term plan that provides policies and mapping that guide future growth.

Peel 2051 will update the Official Plan to include updated and progressive policies that will apply to future growth in the Region.

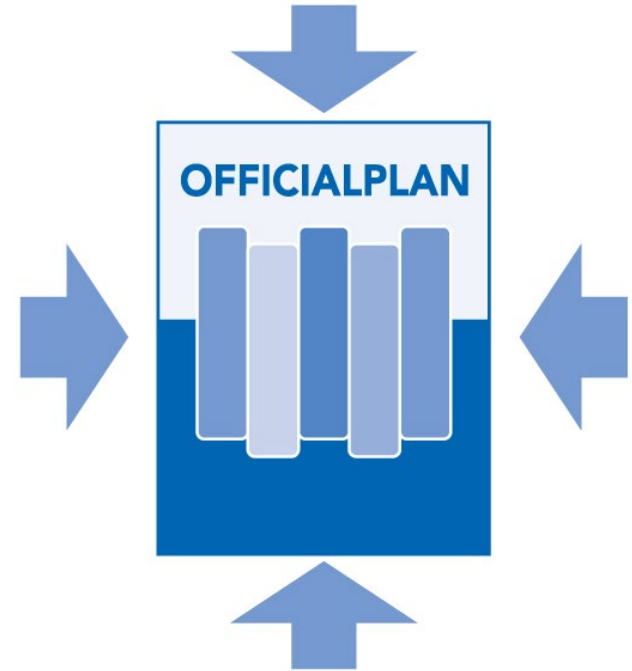
What is a Municipal Comprehensive Review?

A Municipal Comprehensive Review (MCR) is a process required by the Province.

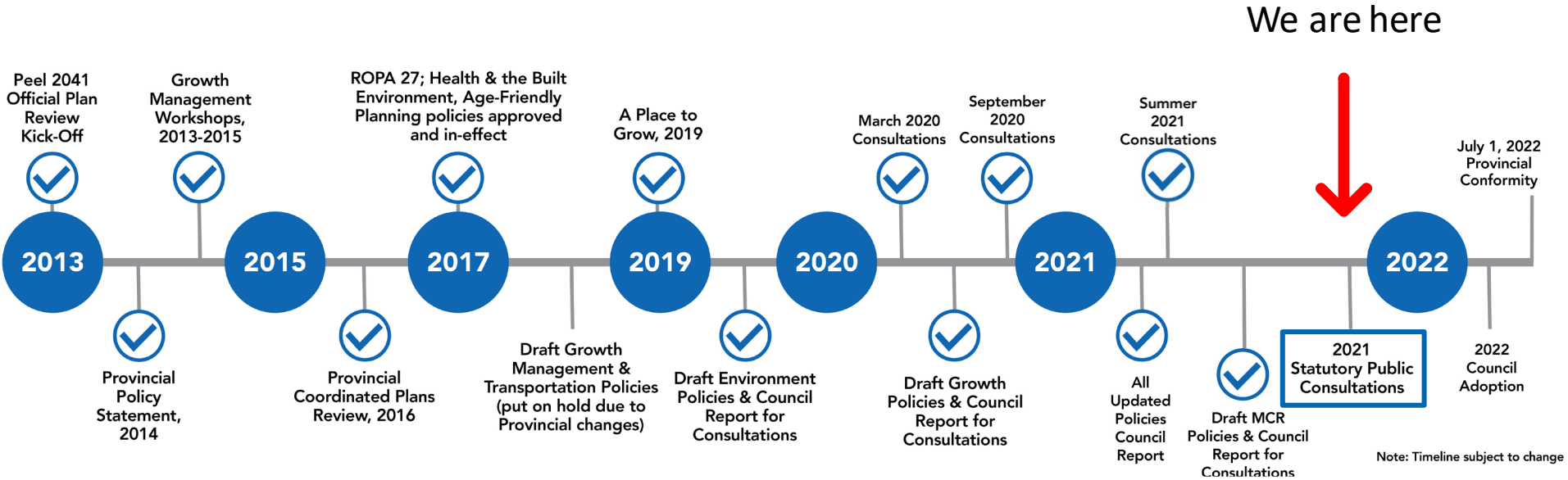
An MCR results in a new official plan or official plan amendments requiring Provincial approval based on various policies (see diagram).

Purpose and Effect of Peel 2051

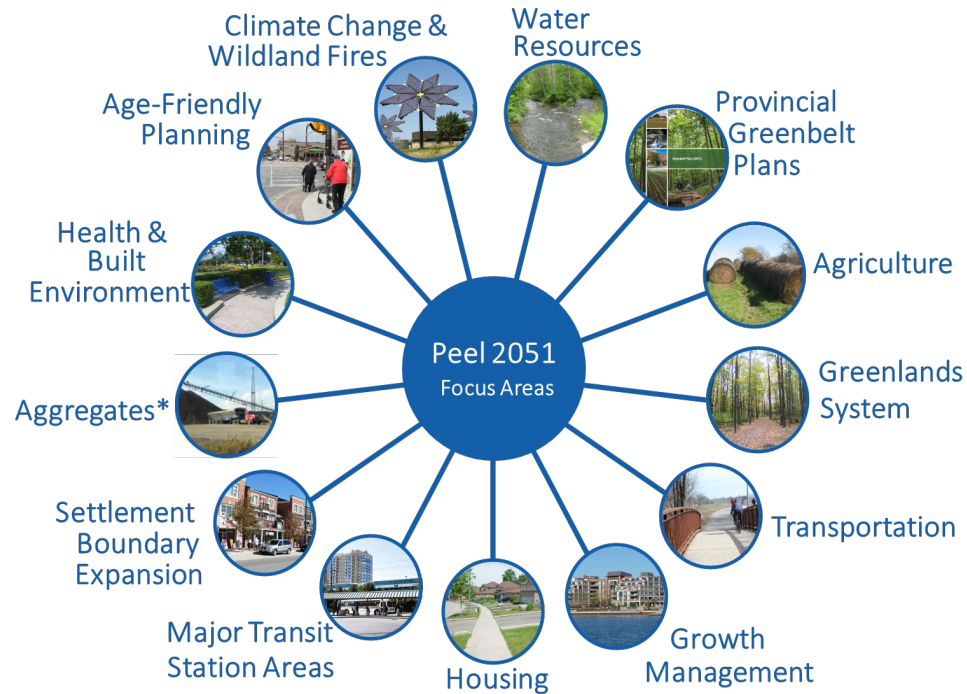
- Comprehensively update the Regional Official Plan to conform to Provincial plans, policies and legislation and address Regional needs
- Address allocation of growth to 2051, review Regional Structure, identify Strategic Growth Areas and Employment Areas, Settlement Area Boundary Expansion and identify Agricultural, Rural and Natural Heritage Systems



Process to Date



Peel 2051: Focus Areas Draft Policies



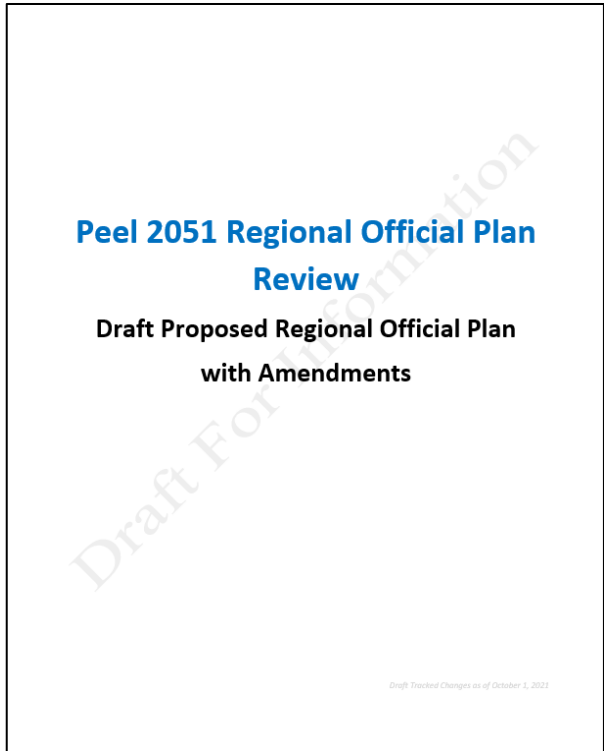
Comprehensively address provincial plans and legislation, Regional priorities and a 2051 planning horizon

* Aggregates focus area proceeding separately as a staged policy review and ROPA.

Technical Studies



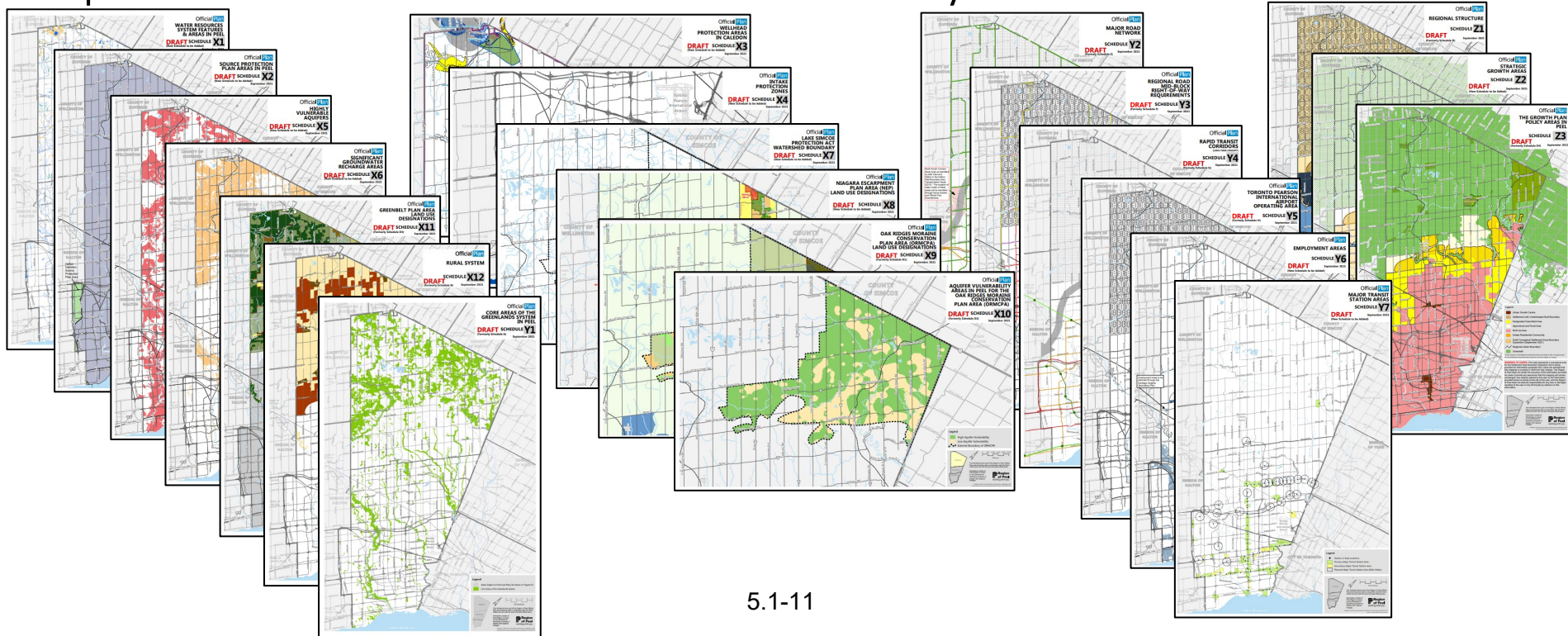
Peel 2051: Draft Policies



- Statutory consultation on the draft Regional Official Plan (October 2021 Consolidation)
- Comprehensive revisions, additions and deletions introduced by the **Peel 2051 Official Plan Review** found in:
 - Chapter 1 – **Introduction**
 - Chapter 2 – **The Natural Environment**
 - Chapter 3 – **Resources**
 - Chapter 4 – **Growth Management Forecasts**
 - Chapter 5 – **Regional Structure**
 - Chapter 6 – **Services**
 - Chapter 7 – **Implementation**
 - Glossary

Peel 2051: Draft Schedules & Figures

Schedules and Figures being carried forward, added, replaced, or deleted are a part of the **Peel 2051 Official Plan Review** statutory consultation



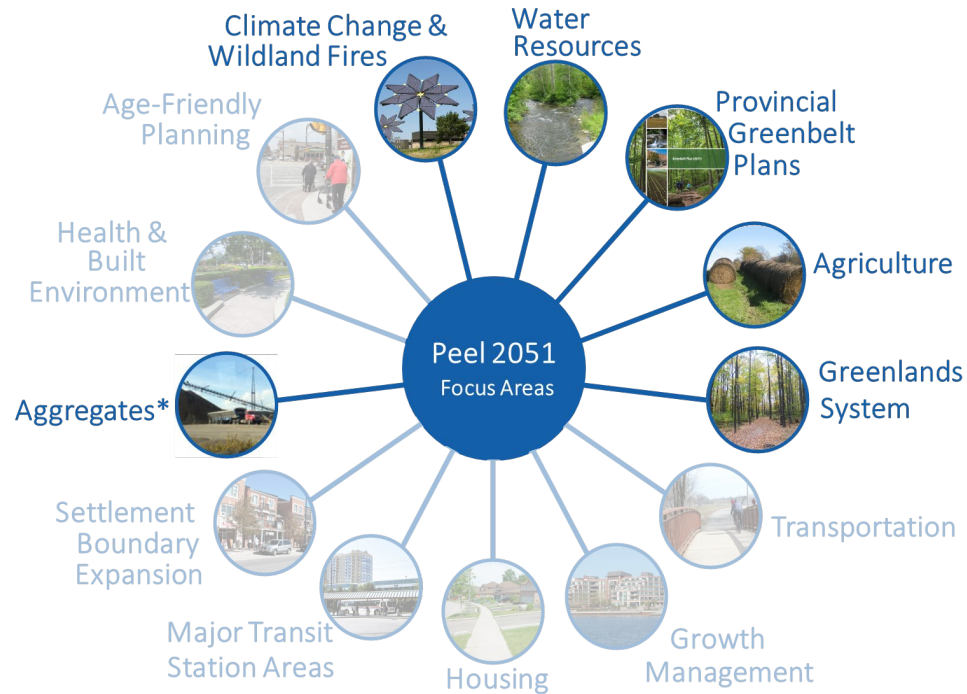
Key Policy Themes

- Action against climate change
- Protecting and enhancing the Region's natural heritage, and agricultural and rural landscapes
- Fiscally sustainable growth
- Healthy, complete development of communities
- Increase affordable housing
- Changing economy and encourage job growth
- Encourage active transportation



Environment and Resources

Related Focus Areas



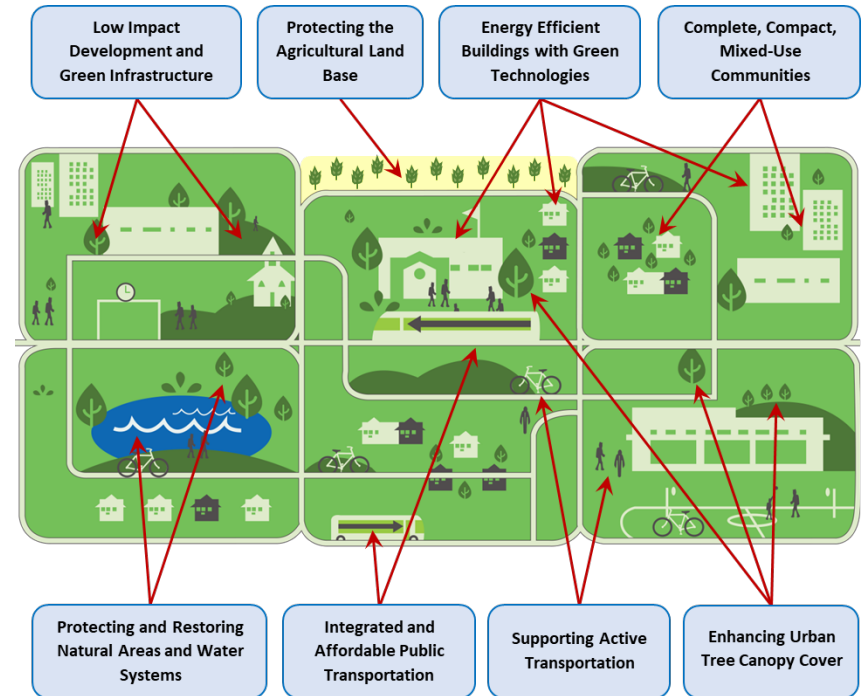
Emphasize systems approach and integrate new policies on climate change across all themes

* Aggregates focus area proceeding separately as a staged policy review and ROPA.

Climate Change



- New climate change section added with broad climate goals and policy direction for collaborative climate change planning to reduce greenhouse gas emissions, reduce vulnerability, and increase resilience and adaptation
- Climate change policies embedded throughout key theme areas of the Official Plan



Water Resources



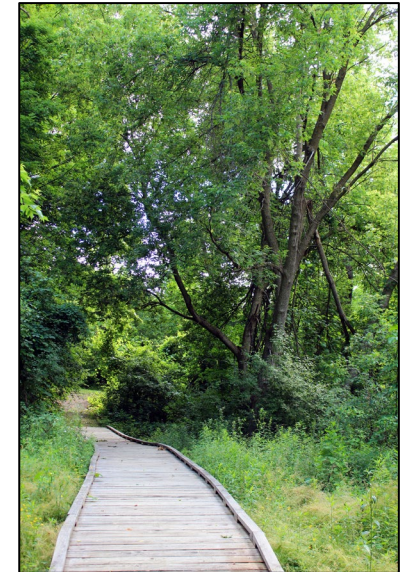
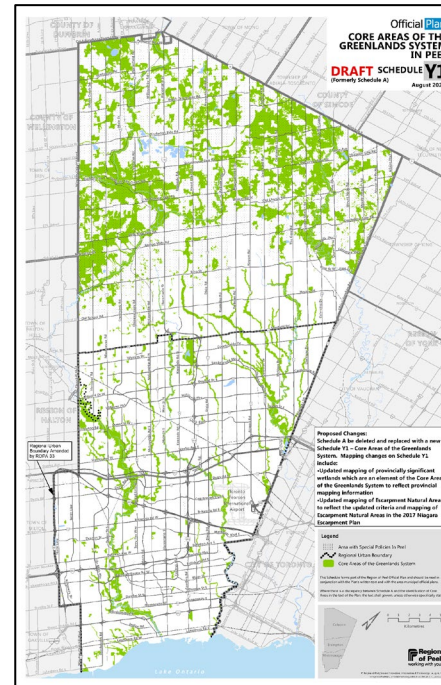
- Updated Water Resource System policies to identify, protect, improve or restore vulnerable and sensitive surface and ground water
- New policies protect sources of drinking water
- New requirements added for stormwater master plans, low impact development and green infrastructure stormwater practices



Greenlands Systems



- Transition from feature-based to system-based natural heritage system planning
- Ensure natural areas will be planned to adapt to a changing climate and provide residents with clean air, water and recreational opportunities
- Greenlands System mapping updates are included



Provincial Greenbelt Plans



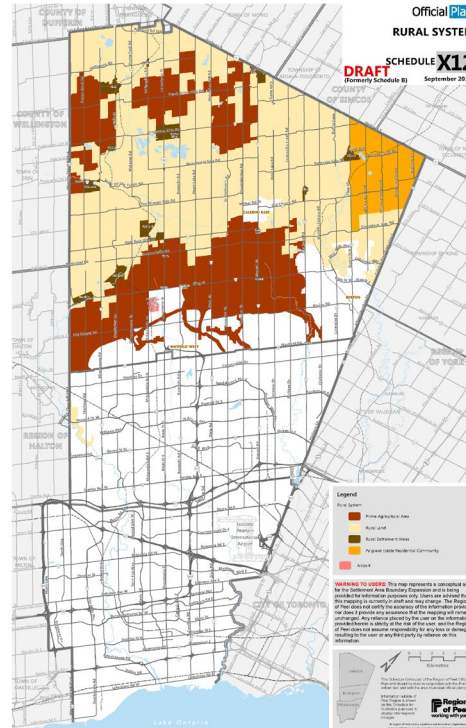
- Policy revisions incorporate recent updates to the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and Greenbelt Plan and apply them to the Regional and local context



Agriculture and Rural Systems



- Incorporate an agricultural system approach to protect Prime Agricultural Areas and support agriculture
- Identify a Rural System and designate Rural Settlement Areas, Rural Lands and Prime Agricultural Areas
- New definitions and permissions for agricultural, agriculture-related and on-farm diversified uses
- Provide policy direction respecting rural servicing, lot creation and cemeteries



Growth Management

Related Focus Areas



Emphasize managing growth in a fiscally sustainable manner, providing affordable housing, responding to a changing economy, encouraging job growth, active transportation and ensuring the healthy development of our communities

Growth Management



- Set the framework to guide how Peel will accommodate new population and employment growth to 2051 to achieve a fiscally sustainable complete community
- Direct new growth to areas with increased mobility
- Respond to the changing nature of employment
- Designate Regional employment areas

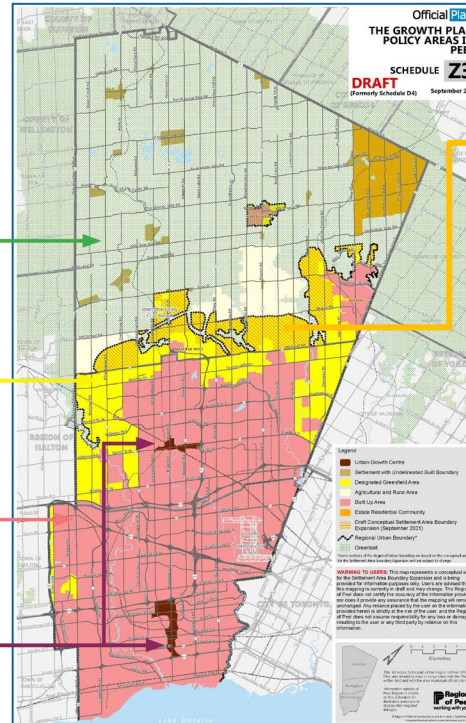
Municipal Growth Allocation				
	2021 Estimate		2051	
Municipality	Population	Employment	Population	Employment
Caledon	81,000	27,000	300,000	125,000
Brampton	698,000	209,000	985,000	355,000
Mississauga	799,000	500,000	995,000	590,000
Peel	1,578,000	736,000	2,280,000	1,070,000

Land Needs Assessment Results



Note: The following is generalized mapping for discussion purposes. Specific policies and designations may be draft or under review/appeal. For all approved and in effect mapping, see the Regional Official Plan.

Sources: Growth Plan, 2019



Greenbelt
Protected from major development

Designated Greenfield Area
Lands to accommodate current and future growth at 70 ppj/ha*

Built-up Area
A minimum of 55% of Peel's growth is planned through intensification in the built-up area

Urban Growth Centres
Planned to grow and achieve a density of 200 ppj/ha through high-density mixed-use development

****Draft Conceptual Settlement Area Boundary Expansion (SABE) -Additional land need**
3,000ha of Community Area Land Need
1,400ha of Employment Area Land Need

Community Area Need
700,000 Additional People
271,000 Additional Units
75% of additional people to be accommodated within existing areas

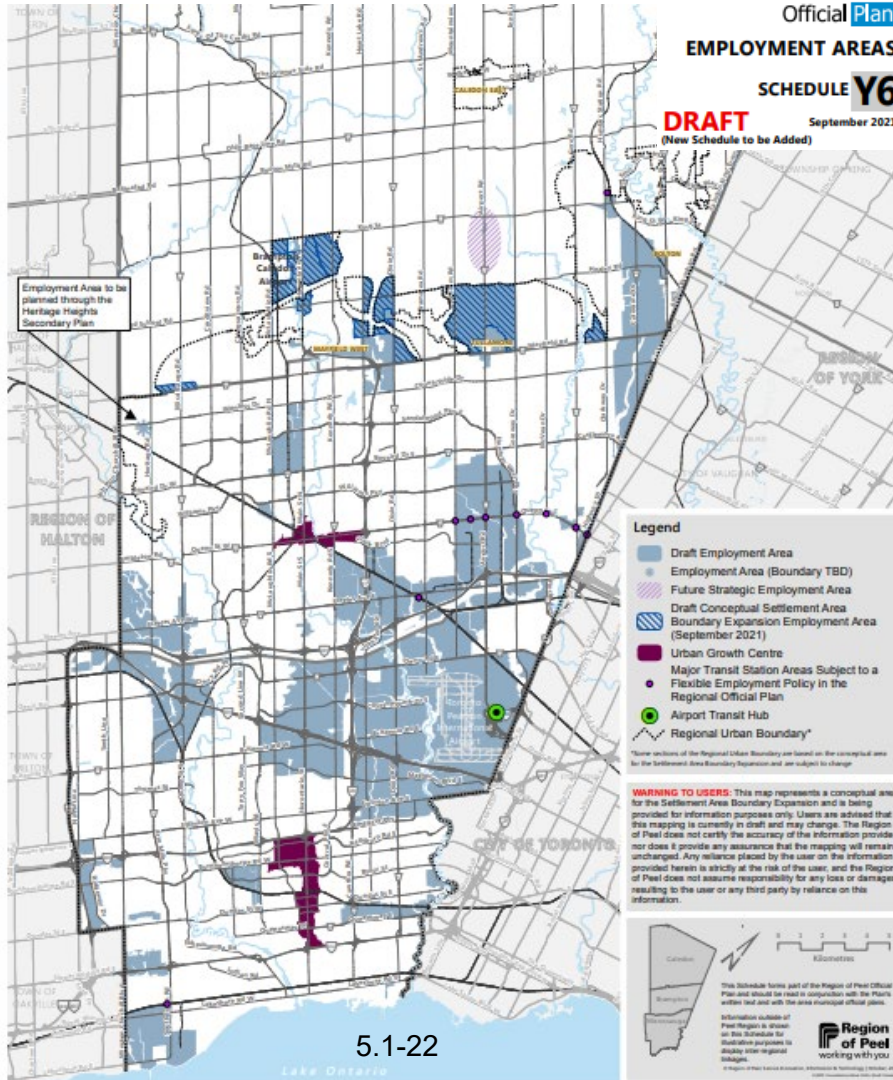
Employment Area Need
335,000 Additional Jobs
80% of additional jobs to be accommodated within existing areas

Existing areas are comprised of land within the delineated built-up-area and designated greenfield areas

*Minimums being used in the Region's technical planning analysis and background work

Employment Areas




- Designate Employment Areas
- 48 Employment Conversion Requests considered



Housing



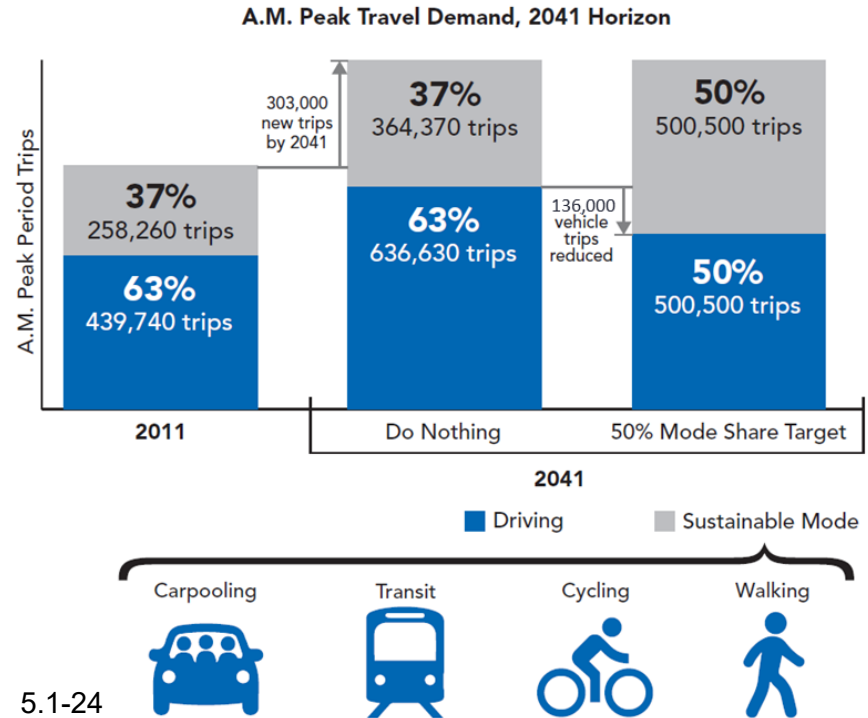
- Strengthen and support policies for a range and mix of housing options, density, and tenure and increase affordable housing
- Set strong needs-based targets
- Implement new tools and mechanisms to encourage and support new affordable housing
- Inclusionary Zoning policies in Regional and Local Official Plans to require a % of affordable housing units in Major Transit Station Area developments

Target Area	Target
Affordability	<p>That 30% of all new housing units are affordable housing.</p> <p>Encourage 50% of all affordable housing to be affordable to low income residents.</p> 
Tenure	<p>That 25% of all new housing units are rental tenure.</p> 
Density	<p>That 50% of all new housing units are in forms other than detached and semi-detached houses.</p> 

Transportation



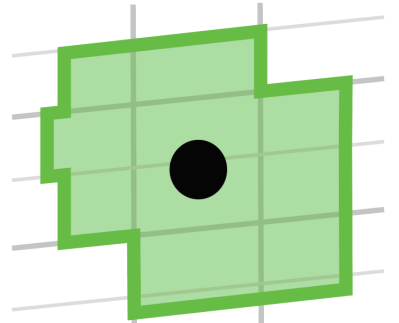
- Manage growth through a balanced approach that shifts 50 percent of travel to sustainable modes such as walking, cycling, public transit, and carpooling
- Maximize the use of existing transportation infrastructure to ensure financial feasibility while keeping people and goods moving safely and efficiently



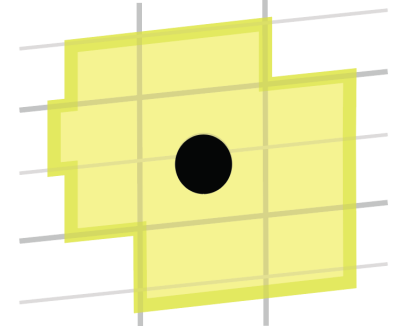
Major Transit Station Areas (MTSA's)



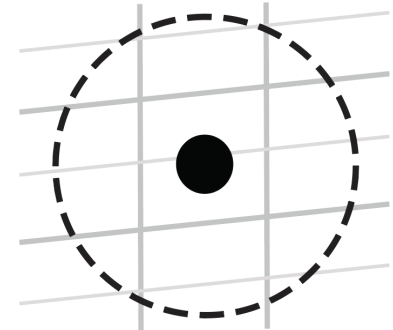
- Identify MTSA's in ROP
- Establish minimum density targets for delineated “Primary” and “Secondary” MTSA's
- Guide implementation planning by the local municipalities to support context appropriate development
- Protect MTSA's for future transit-oriented development



PRIMARY STATION
(Delineated Boundary, Growth Plan Min Density)



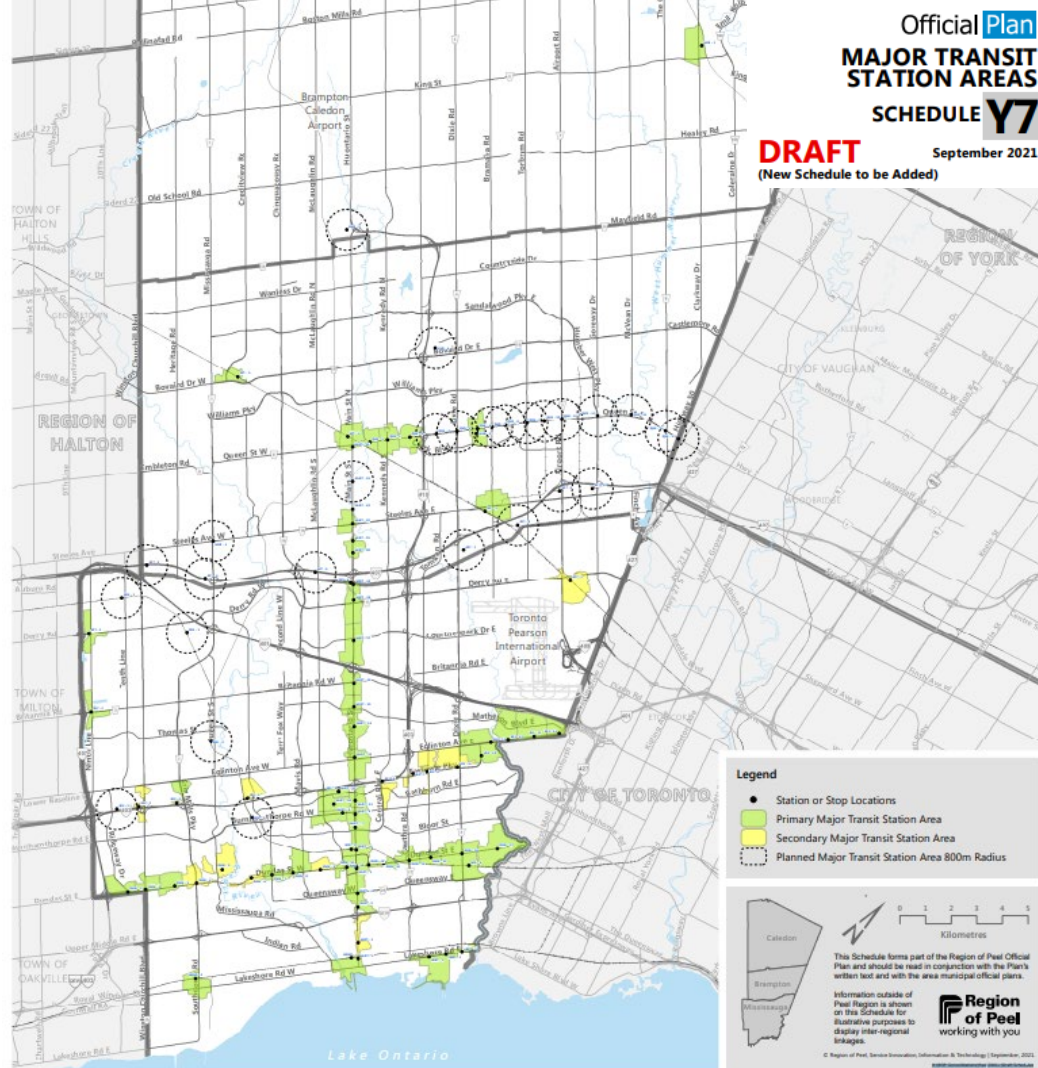
SECONDARY STATION
(Delineated Boundary, Alternative Density)



PLANNED STATION
(No MTSA boundary/Not yet delineated)

Major Transit Station Areas

5.1-26



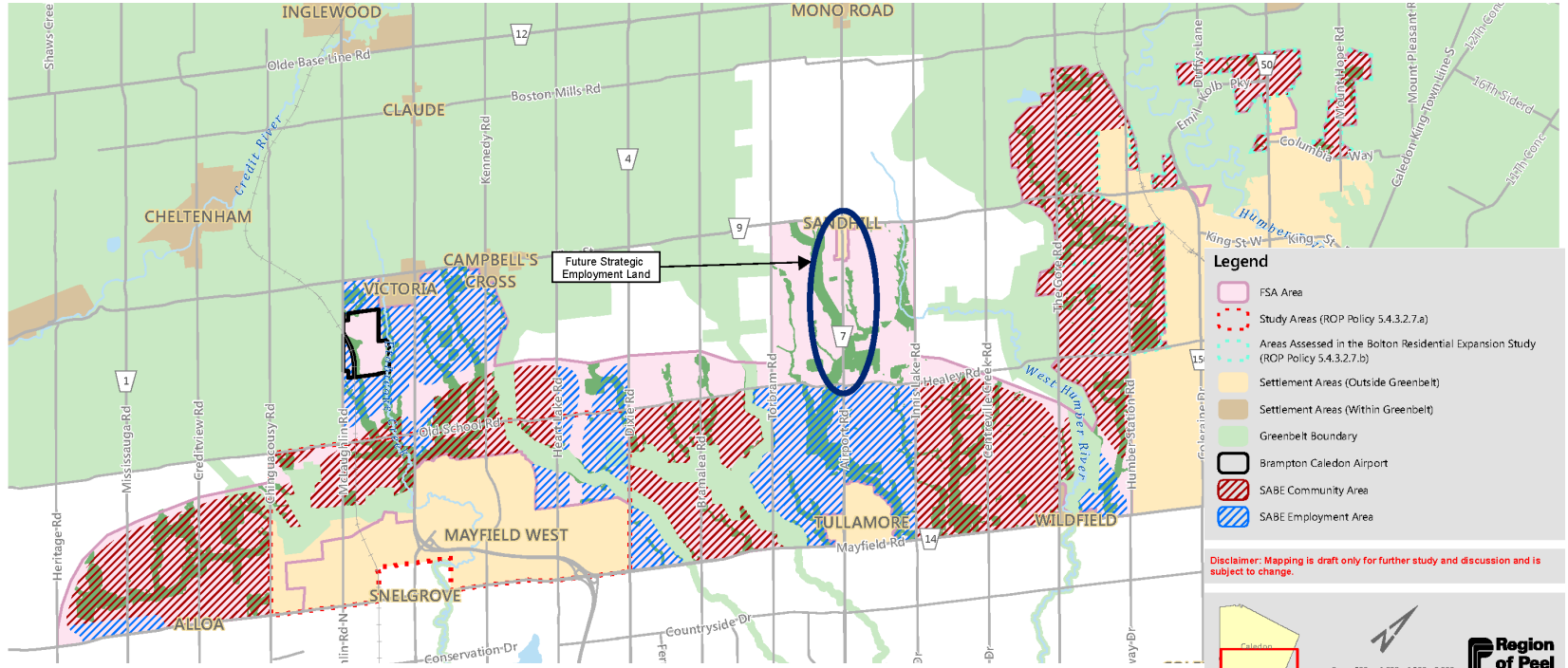
Settlement Area Boundary Expansion



- **New 2051 Community Area** (Designated Greenfield Area) policies based on findings of technical studies
- Staging and sequencing of development, efficient provision of infrastructure, and financial sustainability
- Ensure future community and employment areas reduce resource consumption, energy use, and carbon footprint of the built environment
- Mitigation of impact to agricultural areas
- Structure and approach for the provision of transit to support the future development to 2051



Draft Settlement Area Boundary Expansion (Sept. 2021)



Region of Peel
working with you

0 500 1,000 1,500 2,000
Metres

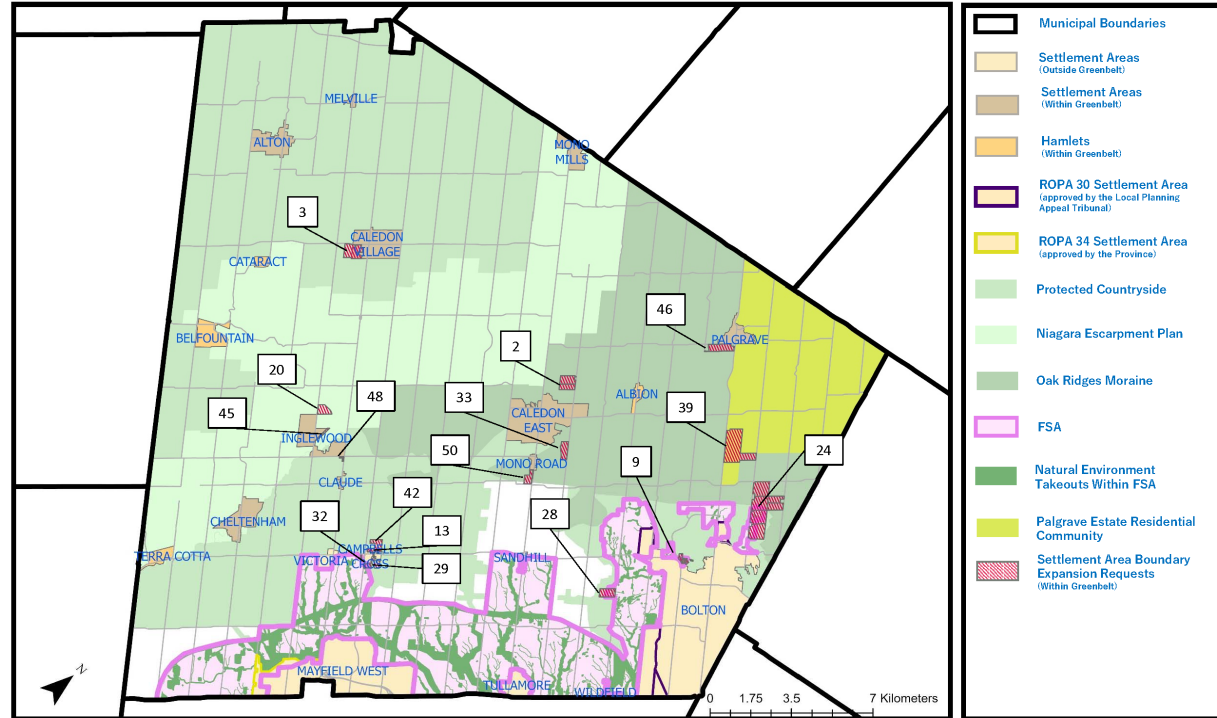
The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of location. Certain information borrowed under the Open Government Licence - Ontario.

Rural Settlement

Expansion Requests in the Greenbelt



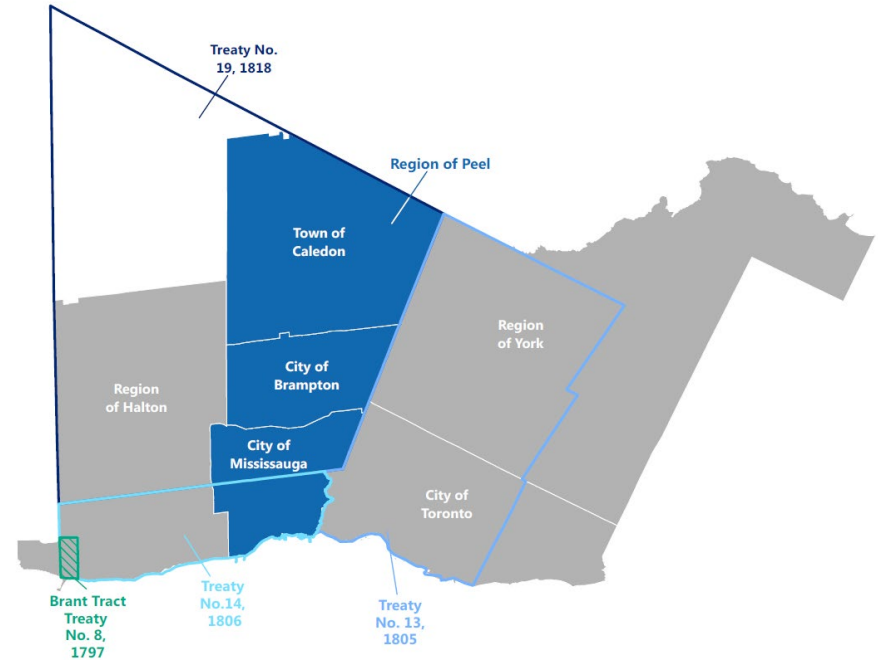
- Several property requests received for expansion into Settlement Areas/removal from the Greenbelt.
- Strict Provincial Policies do not allow for the majority of the requests to be included for expansion.
- Two requests warrant further study for potential future expansion:
 - Caledon Village (ID#3); 0 Charleston Side Road and 2785 Charleston Side Road
 - Inglewood (ID#48); 15344 Hurontario Street



Cultural Heritage and Indigenous Engagement



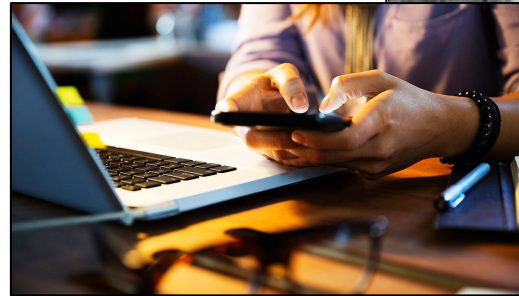
- Improve linkages in policies between cultural heritage and Indigenous engagement
- Help support a sense of place, community character, and Peel's environmental sustainability goals
- Improve recognition of Indigenous communities in the Regional Official Plan



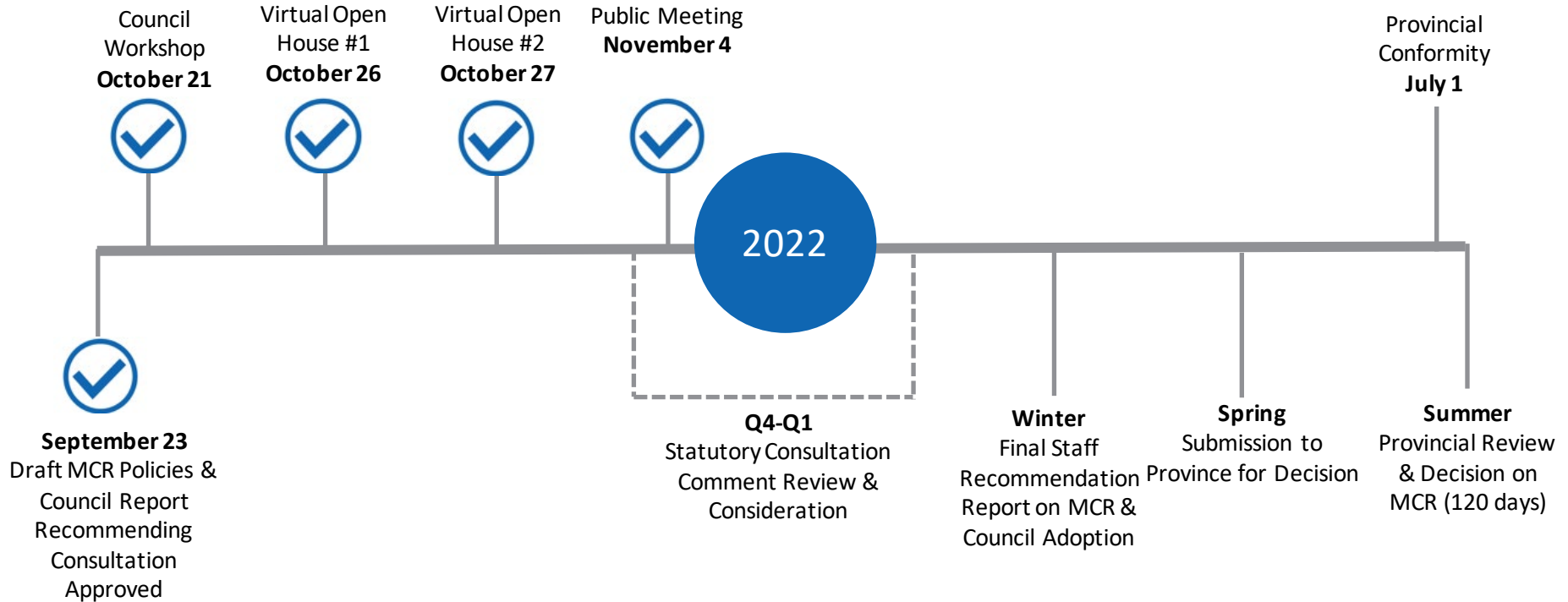
Other Policy Changes and Updates



- Policies that conform to the Region's long-term waste management strategy and changing Provincial waste management policy framework
- Opportunities for including broadband and pipeline infrastructure policies
- Policies that will advance Regional objectives surrounding diversity, equity and inclusion
- Rural Settlement Area Boundary Refinement



Next Steps



Additional Information

- Information available on www.peelregion.ca/officialplan/review
- Comments due no later than November 30, 2021
- Questions, request for notification and comments on Peel 2051 can be directed to
 - EMAIL: planpeel@peelregion.ca
 - PHONE: Virpal Kataure, Principal Planner 905-791-7800 ext. 4364
 - MAIL: Planning & Growth Management, 10 Peel Centre Drive, Suite A, 6th Floor Brampton ON L6T 4B9
- To be notified of the decision of council, you must make written request to
 - Kathryn Lockyer, Director & Regional Clerk
 - EMAIL: regional.clerk@peelregion.ca
 - PHONE: 905-791-7800 ext. 4502
 - FAX: 905-791-1693
 - MAIL: Regional Clerk, 10 Peel Centre Drive, Suite A 5th Floor, Brampton ON L6T 4B9

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/11/04	MEETING NAME Public Meeting of Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2021/10/22

NAME OF INDIVIDUAL(S)
Matthew Cory

POSITION(S)/TITLE(S)
Principal

NAME OF ORGANIZATION(S)
Malone Given Parsons Ltd.

E-MAIL mcory@mgp.ca	TELEPHONE NUMBER (905) 513-0170	EXTENSION 116
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Comments on Peel 2051 Settlement Area Boundary Expansion and Land Needs Assessment Report. We are requesting that the identified areas within the Mayfield West Study Area that are contemplated to accommodate the GTA West Corridor be included in the SABE Community Area designation. We continue to request that the Mayfield West Study Area lands be included in their entirety in the phasing of growth to 2041.

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt) Adobe File or Equivalent (.pdf)
 Picture File (.jpg) Video File (.avi,.mpg) Other

Additional printed information/materials will be distributed with my delegation : Yes No Attached

Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).

Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

Notice with Respect to the Collection of Personal Information
(Municipal Freedom of Information and Protection of Privacy Act)

Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca

September 23, 2021

MGP File: 15-2347

Regional Municipality of Peel
10 Peel Centre Drive, Suite A and B,
Brampton, ON L6T 4B9

via email: adrian.smith@peelregion.ca

Attention: Mr. Adrian Smith, RPP
Chief Planner and Acting Director of Regional Planning and Growth Management

RE: Peel 2051 Official Plan Review and Municipal Comprehensive Review
Draft Settlement Area Boundary Revised Mapping and Land Needs Assessment
Report
Brookvalley Project Management Inc.
Mayfield West Phase 2 – Stage 3, Town of Caledon

Malone Given Parsons Ltd. (“MGP”) are the planning consultants for Brookvalley Project Management Inc. (“Brookvalley”), who manage six parcels of land totaling approximately 234 hectares within Phase 2 of the Mayfield West Study Area in the Town of Caledon (the “Brookvalley Lands”).

We have been monitoring the Peel 2051 Official Plan Review / Municipal Comprehensive Review process, including attendance at the Virtual Open Houses and review of the supporting studies and draft policies presented for review and comment held by the Region in Fall 2020. We met with Regional staff on February 17, 2021, to discuss our comments on the Region’s preliminary Settlement Area Boundary Expansion (“SABE”) and Growth Management work. Most recently, we attended the Virtual Drop-In Consultation Sessions hosted by the Region on July 29, 2021, and August 18, 2021.

We have reviewed the Peel 2051 Draft Settlement Area Boundary Expansion Update and Revised Mapping as well as the Peel 2051 Land Needs Assessment Report. Our comments based on review of these documents are summarized below.

First, we would like to thank staff for revising the Settlement Area Boundary Mapping to include the Mayfield West Phase 2 – Stage 3 portion of the Mayfield West Study Area, extending north to Old School Road and west to Chinguacousy Road, as “SABE Community Area” as shown in Attachment 1.

We acknowledge that the Region’s SABE Report identifies that, as part of the comprehensive planning process, scenarios were evaluated that anticipate both the inclusion and exclusion of the GTA West Transportation Corridor.

In the recommended Draft SABE mapping, the “SABE Community Area” hatching has not been applied to the areas within the Mayfield West Study Area that are contemplated to

accommodate the Province’s preferred route alignment of the GTA West Transportation Corridor. We believe this to be an inadvertent mapping error resulting from the removal of the GTA West corridor overlay. Therefore, in the corresponding area, the SABE Community Area designation should apply.

To avoid the inadvertent creation of gaps in the settlement area, we request that the “SABE Community Area” hatching be applied to these lands, as shown in Attachment 1, to clearly identify them within the settlement area and allow for comprehensive planning and the delivery of a complete community regardless of the status of the GTA West Transportation Corridor.

It is good planning to designate the settlement area boundary to known and logical boundaries, in this case that being the full extent of the Mayfield West Study Area to the existing boundary of Old School Road and Chinguacousy Road.

It is conversely not appropriate, especially given its unknown status, to use the GTA west corridor as a boundary for delineating settlement boundaries. Using this uncertain feature to delineate settlement areas would result in an illogical settlement area that would need to be amended and further delay development should the GTA West corridor ultimately not proceed.

As it relates to the Region’s Land Needs Assessment Report, we continue to request that the Mayfield West Study Area lands be included in their entirety in the phasing of growth to 2041.

The Mayfield West Study Area (including Peel Planning Community Areas C30, C31 and C32 in Appendix IV of Peel 2051 Land Needs Assessment Report) has a long history of planning and represents the logical completion of existing neighbourhoods and communities. Stages 1 and 2, respectively Planning Community Areas C30 and C31, of the Mayfield West Phase 2 Community are currently either under construction or proceeding through the development approvals process. The completion of the Mayfield West Phase 2 – Stage 3 community (Planning Community Area C32) should be prioritized in advance of newer expansion areas to allow for continuity in planning and the logical completion of the community.

As such, we would request that the Region’s Community Planning Area – New Scenario to 2051 tables (Appendix IV of Peel 2051 Land Needs Assessment Report) be respectively revised to reflect the phasing of growth proposed in Table 1, prior to these scenarios being presented to the Region’s Planning and Growth Management Committee.

Table 1: Proposed Revisions to 2051 Scenarios - Community Planning Area C32 - MW-Ph3

	2026	2031	2036
Peel 2051 Land Needs Assessment Report¹			
Population	210	1,790	11,670
Units	50	470	3,260
Jobs	50	250	3,020
Proposed Revisions			
Population	6,587	13,120	14,210
Units	1,860	3,800	4,150
Jobs	1,568	3,445	3,970

1. Source - Appendix IV – Peel 2051 Land Needs Assessment Report

Other areas with a similar long-standing planning history and intention to accommodate growth, including the Bolton Residential Expansion Study Lands (ROPA 30), should also be prioritized in the phasing of growth in the Region to 2041, with newer expansion areas to follow as subsequent phases post-2041.

A copy of our previous submission regarding the Region's SABE and Growth Management work is included as Attachment 2 for reference.

We would again like to commend staff on their efforts and look forward to working with you through the remainder of the Official Plan Review / Municipal Comprehensive Review process. If you have any questions or would like to meet to discuss the content of this letter, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

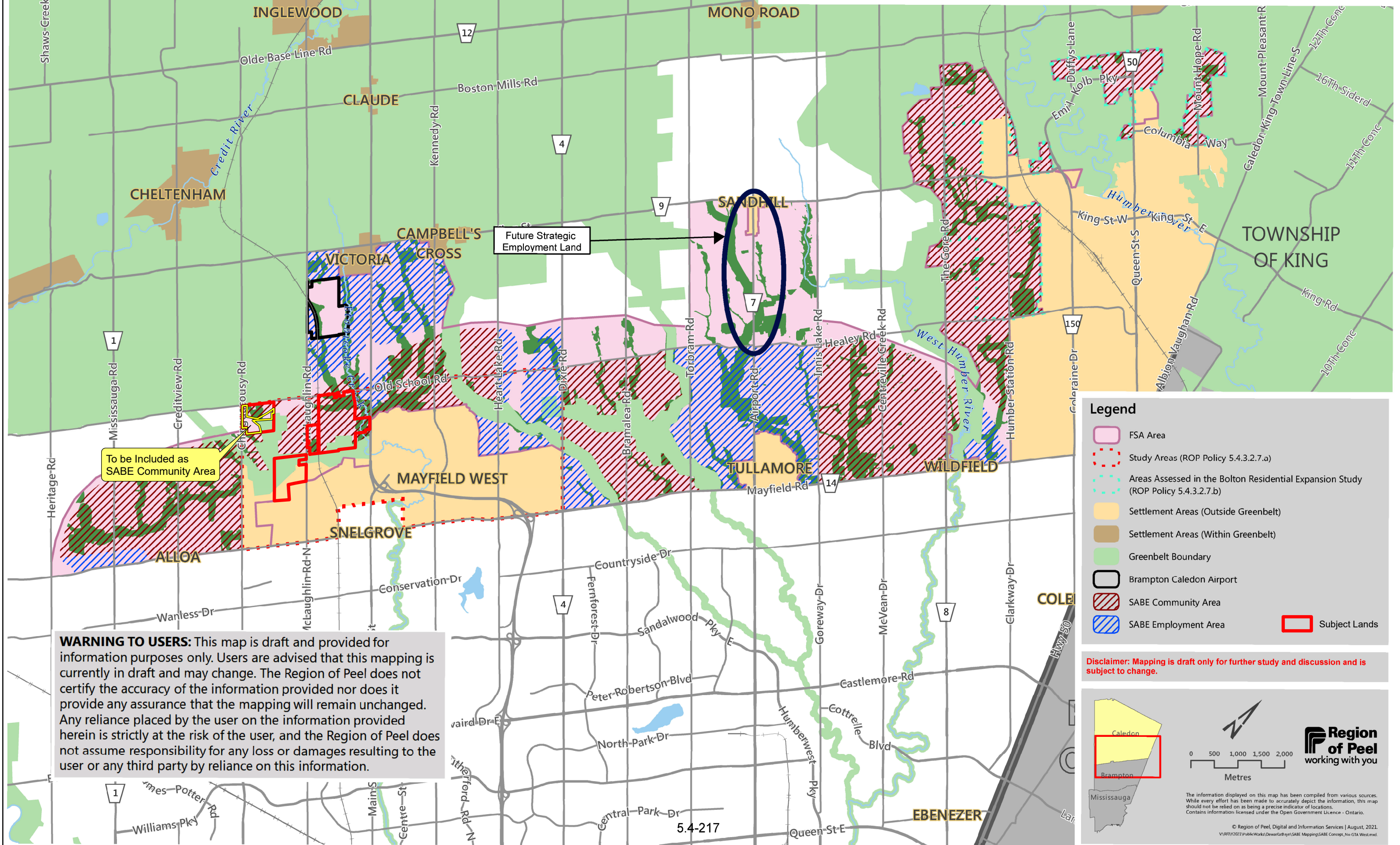
Principal

mcory@mgp.ca

cc: Planning and Growth Management Committee, Peel Region
Ed Sajecki, Town of Caledon
Stephanie McVittie, Town of Caledon
Frank Filippo, Brookvalley Project Management Inc.
Nick Cortellucci, Brookvalley Project Management Inc.

Attachment:

1. MGP Proposed SABE Mapping
2. MGP Letter to Peel Region re: Comments on Peel 2041+ Official Plan Review – April 28, 2021



Legend

- FSA Area
- Study Areas (ROP Policy 5.4.3.2.7.a)
- Areas Assessed in the Bolton Residential Expansion Study (ROP Policy 5.4.3.2.7.b)
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- Greenbelt Boundary
- Brampton Caledon Airport
- SABE Community Area
- SABE Employment Area
- Subject Lands

Disclaimer: Mapping is draft only for further study and discussion and is subject to change.

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations. Contains information licensed under the Open Government Licence - Ontario.

© Region of Peel, Digital and Information Services | August, 2021. V:\RF\2021\PublicWorks\Devon\Kathryn\SABE Mapping\SABE Concept_No GTA West.mxd

WARNING TO USERS: This map is draft and provided for information purposes only. Users are advised that this mapping is currently in draft and may change. The Region of Peel does not certify the accuracy of the information provided nor does it provide any assurance that the mapping will remain unchanged. Any reliance placed by the user on the information provided herein is strictly at the risk of the user, and the Region of Peel does not assume responsibility for any loss or damages resulting to the user or any third party by reliance on this information.

April 28, 2021

MGP File: 15-2347

Regional Municipality of Peel
10 Peel Centre Drive, Suite A and B,
Brampton, ON L6T 4B9

via email: council@peelregion.ca & adrian.smith@peelregion.ca

Attention: Planning and Growth Management Committee**AND****Mr. Adrian Smith****Chief Planner and Acting Director of Regional Planning and Growth Management**

**RE: Comments on Peel 2041+ Official Plan Review
Brookvalley Project Management Inc.
Mayfield West Phase 2 – Stage 3, Town of Caledon**

Malone Given Parsons Ltd. (“MGP”) are the planning consultants for Brookvalley Project Management Inc. (“Brookvalley”), who manage six parcels of land totalling approximately 234 hectares within Phase 2 of the Mayfield West Study Area in the Town of Caledon (the “Brookvalley Lands”) as shown in Figure 1.

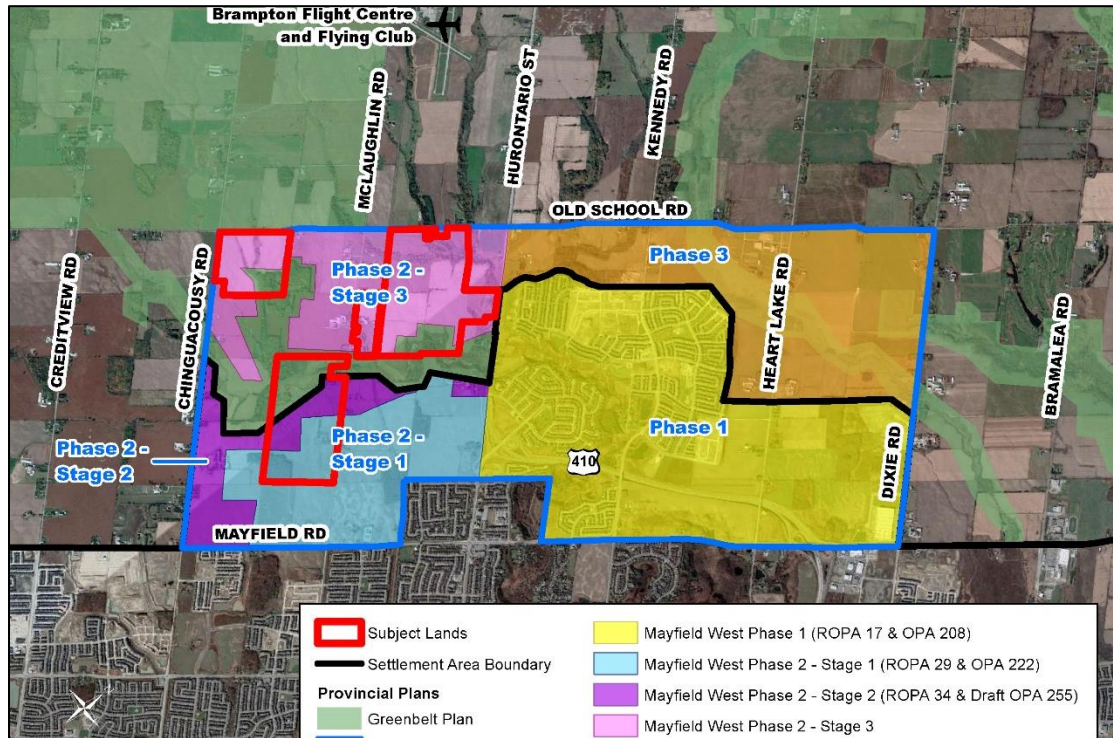
On behalf of Brookvalley, we have been monitoring the Peel 2041+ Municipal Comprehensive Review process, including attendance at the Virtual Open Houses and review of the supporting studies and draft policies presented for review and comment by the Region. We appreciate Regional staff meeting with us on February 17, 2021 to discuss our comments on the Settlement Area Boundary Expansion and Growth Management work completed to date. In reviewing the materials associated with Items 5.1, 5.2 and 5.8 of Planning and Growth Management Committee Agenda PGMC- 3/2021 (April 29, 2021) we note that a small portion of the northwest corner of the Mayfield West Phase 2 – Stage 3 lands have not been included in the Region’s settlement area boundary expansion mapping. Based on our meeting with staff and further discussions, it is our understanding the entirety of the Mayfield West Phase 2 – Stage 3 lands are to be included within the Settlement Area Boundary Expansion.

As a follow-up to the aforementioned meeting, we continue to request the following:

- 1) That the Settlement Area Boundary be expanded to include the entirety of the Phase 2 – Stage 3 portion of the Mayfield West Study Area, extending north to Old School Road and west to Chinguacousy Road; and,**
- 2) That build-out of the Mayfield West Study Area and Bolton Residential Expansion Study lands be prioritized in the phasing of growth to 2041, in advance of newer expansion areas, to respect the timely delivery of complete communities and the long-standing history of planning for these areas to accommodate future growth.**

The Mayfield West Study Area was adopted by Town Council in September 1991 and approved by the Ontario Municipal Board (the “OMB”) in January 1997. Figure 1 below shows the Study Area and different phases.

Figure 1: Mayfield West Study Area



The Study Area was identified to accommodate future growth and development to support the “tri-nodal” approach to growth management taken by the Town of Caledon (the “Town”). Since that time, it has been the intent of the Town to round out the Mayfield West Study Area through a series of settlement area expansions to accommodate growth. To date these include the following:

- In July 2006, the Town adopted Official Plan Amendment 208 (“OPA 208”) to implement the policies of Regional Official Plan Amendment 17 for the settlement boundary expansion to accommodate a population of approximately 9,000 in Mayfield West Phase 1. OPA 208 was approved by the OMB in 2007.
- In June 2010, the Town adopted Official Plan Amendment 226 (“OPA 226”) which confirmed the “tri-nodal” approach to growth and allocated approximately 12,148 people and 4,072 jobs to Mayfield West Phase 2. Based on provincial and regional changes to growth allocation, the Town reduced the initial Mayfield West Phase 2 allocation, resulting in the staging of Mayfield West Phase 2 in two stages (MW2-1 and MW2-2). The OMB approved OPA 226 in June 2013.
- In November 2015, the Town adopted Official Plan Amendment 222 (“OPA 222”) which expanded the Settlement Area Boundary to include MW2-1. OPA 222 was

approved by the OMB in May 2017.

- In July 2018, the Town endorsed the commencement of a local official plan amendment for MW2-2. This process (referred to as Official Plan Amendment 255 (“OPA 255”)) is a Town-initiated amendment to support the Mayfield West settlement area expansion to include the MW2-2 lands. Following the approval of O.Reg 362/20, the Region adopted Regional Official Plan Amendment 34 (“ROPA 34”) to expand the settlement area boundary to include the MW2-2 lands in the settlement area. ROPA 34 was approved in January 2021 by the Province. As a result of this approval, the Town has recommenced the Official Plan Amendment Process for OPA 255 to implement ROPA 34. It is anticipated that OPA 255 will be adopted by Town Council in the Summer of 2021.

Based on the above, it is clear the Town has maintained a long-standing commitment to allocate growth and development to the Mayfield West community. The next logical settlement expansion is to include the Mayfield West Phase 2 – Stage 3 (MW2-3) lands to round out the Mayfield West Study Area and complete the community under development.

While we appreciate that the Region, through their background work, has included the majority of the MW2-3 lands for settlement area boundary expansion. It is our understanding that the limit of the proposed settlement boundary expansion in this portion of Mayfield West was intended to align with the Province’s preferred route alignment of the GTA West Transportation Corridor. However, we note that the proposed settlement boundary expansion did not adhere to this principle throughout the entirety of the Mayfield West Study Area, and in other instances, the Settlement Area Boundary Expansion went beyond the GTA West Transportation Corridor alignment.

It is our opinion that the boundary should be expanded to include the entirety of the MW2-3 lands to allow for comprehensive planning and the delivery of a complete community regardless of the status of the GTA West Transportation Corridor. The inclusion of the entire MW2-3 lands in the settlement area would allow for comprehensive planning of the Study Area to continue to the next logical edge or road boundaries (Chinguacousy Road and Old School Road), consistent with the Town’s historical commitment. As part of the comprehensive planning process, consideration should be given to options that anticipate both the inclusion and exclusion of the GTA West Transportation Corridor to ensure timely completion of this portion of the Mayfield West community. It is prudent that the current Municipal Comprehensive Review process not neglect the historical municipal land use planning policies and initiatives by the Councils of the Town of Caledon and Region of Peel.

Furthermore, given the long-standing history and planning for the Mayfield West Study Area, it is our opinion that these areas should be prioritized in the Region’s phasing of growth and development to ensure the timely delivery of complete communities with logical boundaries and to recognize the tremendous amount of effort that has gone into planning for growth in this community since the 1990s.

In our opinion, the Mayfield West Study Area and other areas with a long-standing planning history and intention to accommodate growth, including the Bolton Residential Expansion Study lands, should be prioritized for build-out as the first phases of growth in the Region to

2041, with newer expansion areas to follow as subsequent phases. This phasing of growth would allow for the necessary planning and servicing solutions to be completed for newer expansion areas while expediting the delivery of housing in already planned communities to support the Province's objectives to deliver an increased housing supply.

We thank you for the opportunity to provide input and look forward to working with you and your staff throughout this process. If you have any questions, or would like to meet to discuss the contents of this letter, please do not hesitate to contact me.

Yours very truly,
Malone Given Parsons Ltd.



Matthew Cory, MCIP, RPP, PLE, PMP

Principal

mcory@mgp.ca

cc: Sylvia Kirkwood, Town of Caledon
Mayor and Members of Council, Town of Caledon
Frank Filippo, Brookvalley Project Management Inc.

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MEETING DATE YYYY/MM/DD 2021/11/04	MEETING NAME Public Meeting of Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2021/10/26

NAME OF INDIVIDUAL(S)
Keith MacKinnon

POSITION(S)/TITLE(S)
Partner

NAME OF ORGANIZATION(S)
KLM Planning Partners Inc.

E-MAIL kmackinnon@klmplanning.com	TELEPHONE NUMBER (905) 669-4055	EXTENSION 234
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Wish to provide Regional Council with a deputation within the statutory Public Meeting process, regarding my clients lands and the proposed land use designations within the Regional MCR process.

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt) Adobe File or Equivalent (.pdf)
 Picture File (.jpg) Video File (.avi,.mpg) Other

Additional printed information/materials will be distributed with my delegation : Yes No Attached

Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

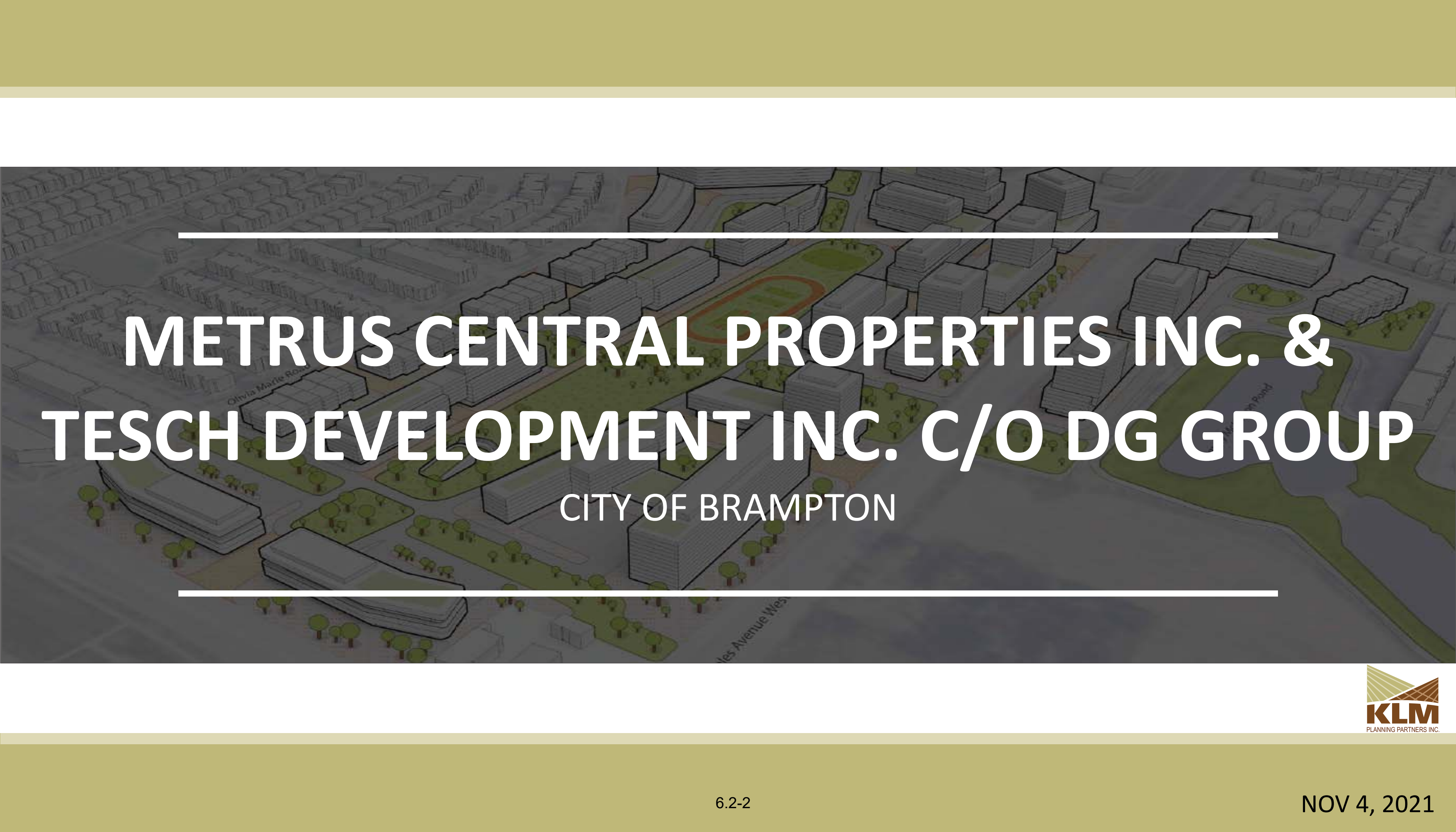
Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).

Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

Notice with Respect to the Collection of Personal Information
(Municipal Freedom of Information and Protection of Privacy Act)

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Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca



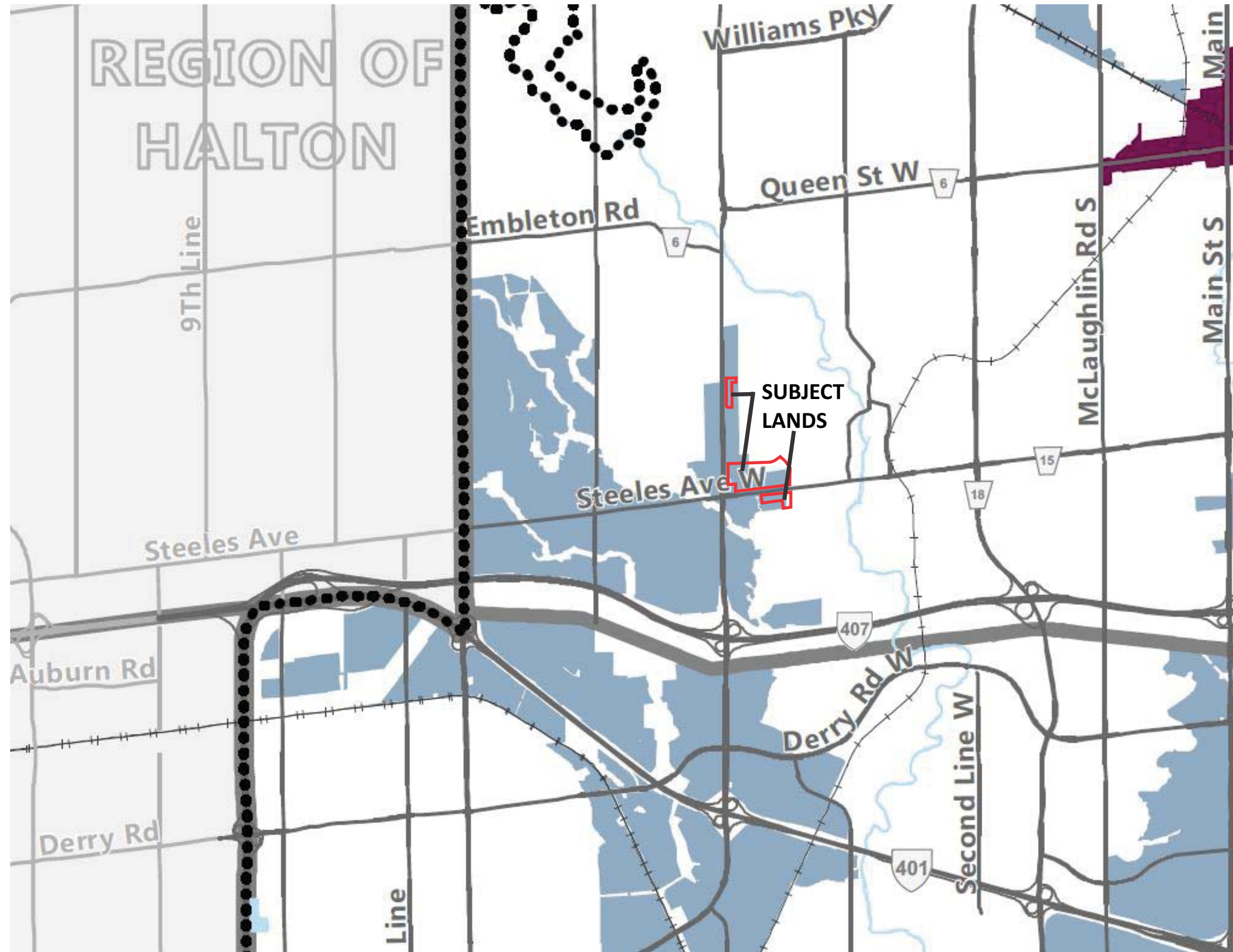
METRUS CENTRAL PROPERTIES INC. & TESCH DEVELOPMENT INC. C/O DG GROUP

CITY OF BRAMPTON

SITE LOCATION



REGION OF PEEL EMPLOYMENT AREAS SCHEDULE Y6



Official **Plan**
EMPLOYMENT AREAS
SCHEDULE Y6
DRAFT June 2021
 (New Schedule to be Added)

Legend

- Draft Employment Area
- Employment Area (Boundary TBD)
- Future Strategic Employment Area
- Draft Conceptual Settlement Area Boundary Expansion Employment Area (December 2020)
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Airport Transit Hub
- Regional Urban Boundary*

*Some sections of the Regional Urban Boundary are based on the conceptual area for the Settlement Area Boundary Expansion and are subject to change

WARNING TO USERS: This map represents a conceptual area for the Settlement Area Boundary Expansion and is being provided for information purposes only. Users are advised that this mapping is currently in draft and may change. The Region of Peel does not certify the accuracy of the information provided nor does it provide any assurance that the mapping will remain unchanged. Any reliance placed by the user on the information provided herein is strictly at the risk of the user, and the Region of Peel does not assume responsibility for any loss or damages resulting to the user or any third party by reliance on this information.

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Region of Peel
working with you

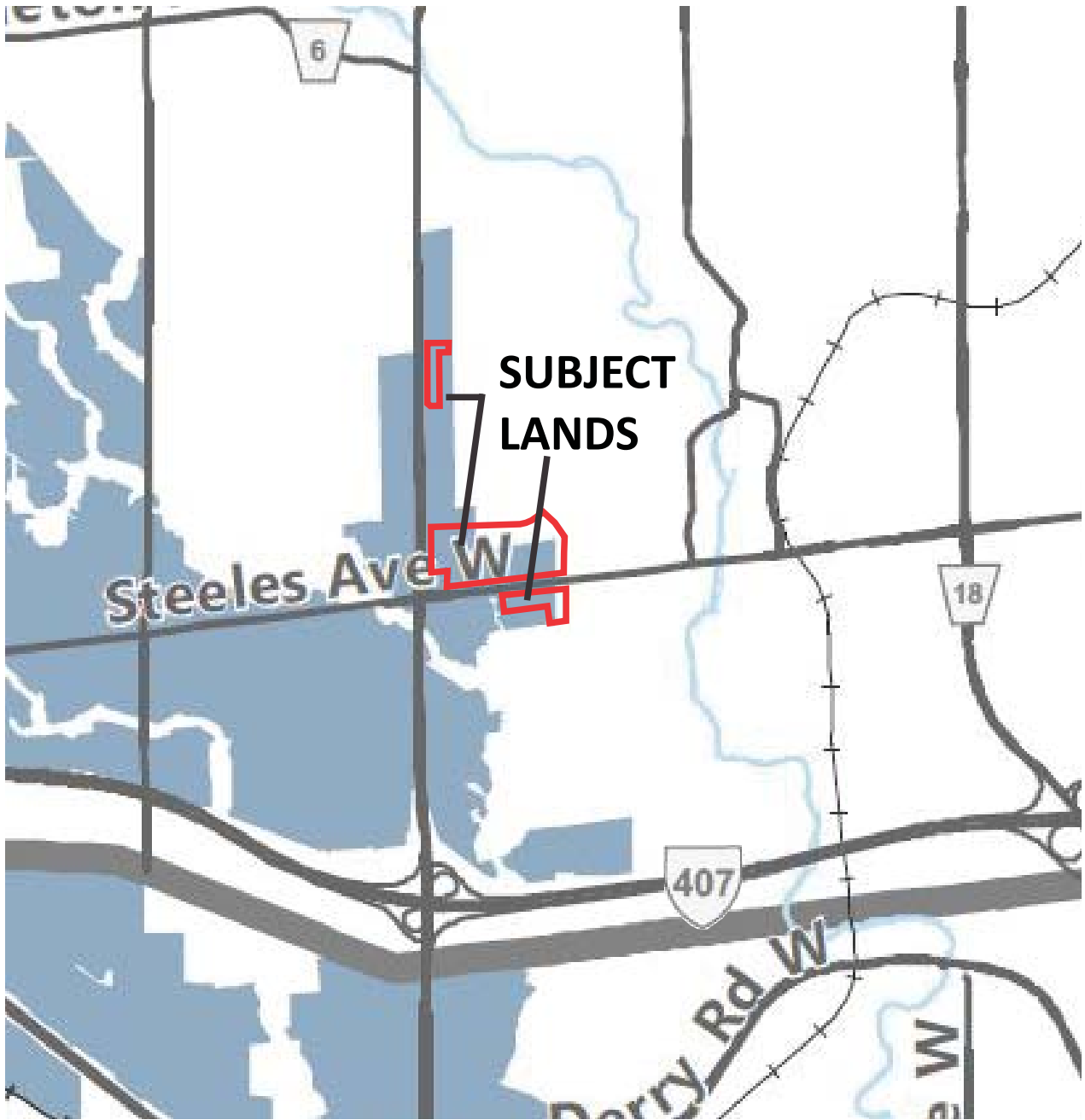
© Region of Peel, Service Innovation, Information & Technology | July, 2021.
 #RPF Consultation/Peel 2014-Draft Schedule

SUBJECT LANDS



REQUEST

REMOVAL OF ALL THREE PARCELS FROM THE EMPLOYMENT DESIGNATION ON SCHEDULE Y6 IN ORDER TO PERMIT MIXED USE DEVELOPMENT.



Official Plan
EMPLOYMENT AREAS
SCHEDULE Y6
DRAFT (New Schedule to be Added) June 2021

Legend

- Draft Employment Area
- Employment Area (Boundary TBD)
- Future Strategic Employment Area
- Draft Conceptual Settlement Area
- Boundary Expansion Employment Area (December 2020)
- Urban Growth Centre
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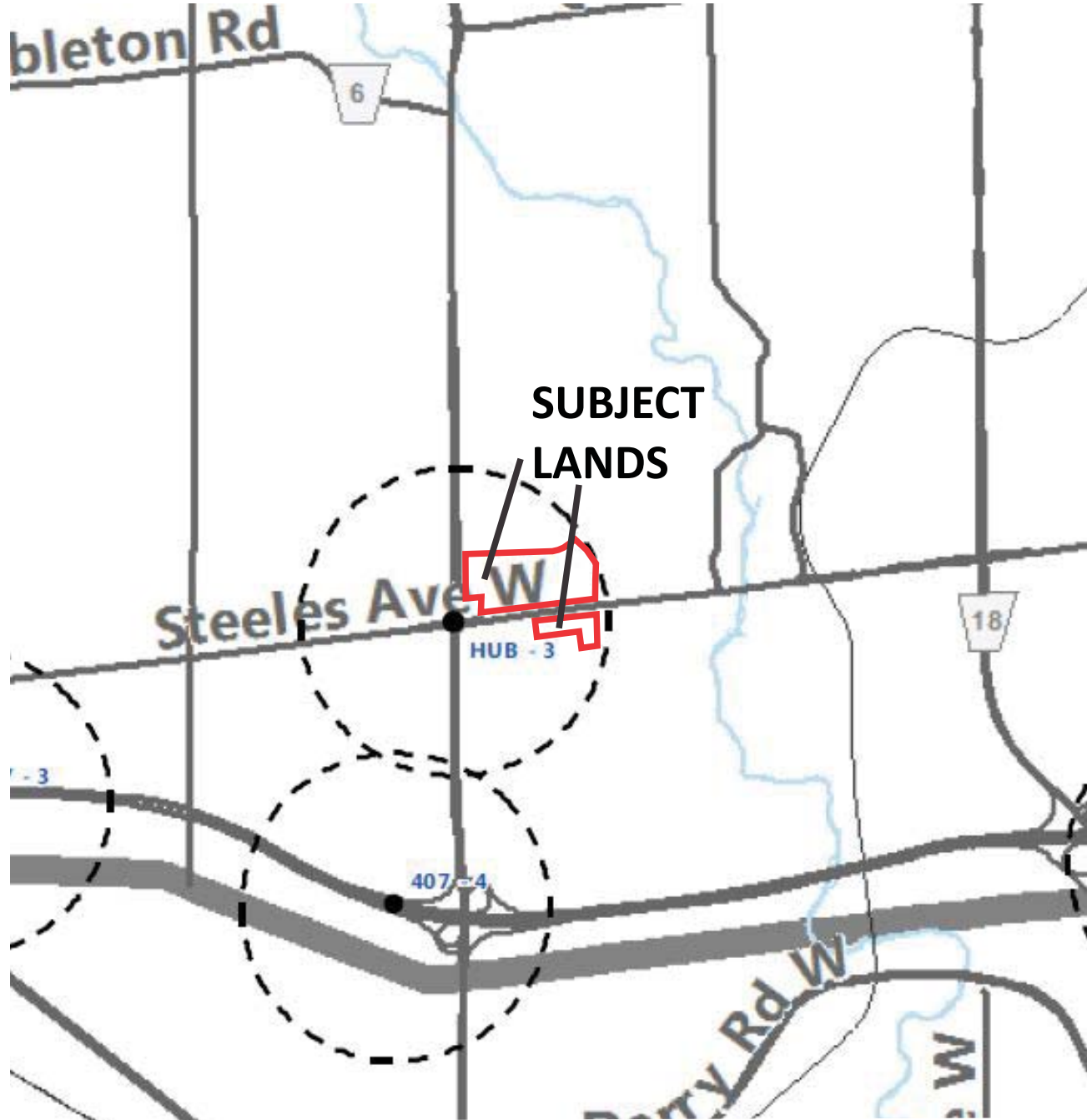
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Region of Peel working with you

SUBJECT LANDS

IDENTIFY HUB-3 AS A PRIMARY MAJOR TRANSIT STATION ON SCHEDULE Y7.



Official Plan
MAJOR TRANSIT STATION AREAS
SCHEDULE Y7
DRAFT (New Schedule to be Added) June 2021

Legend

- Station or Stop Locations
- Primary Major Transit Station Area
- Secondary Major Transit Station Area
- Planned Major Transit Station Area 800m Radius

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Region of Peel working with you

SUBJECT LANDS



BDP. QUADRANGLE - CONCEPTUAL SITE PLAN



- Office
- Residential
- Recreational Pavilion
- Retail
- Seniors
- Affordable

BDP.
Quadrangle

Mississauga Road and Steeles Avenue West | Project No. 20009 | 17 March 2021

Conceptual Site Plan



TESCH DEVELOPMENT - ELEVATION PLAN



Mississauga Road
■ Daniels Corporation ■ Mississauga Road ■ 936.11.D ■ APR.03.2012

1:100  ARCHITECTS



An aerial architectural rendering of a city block. The scene shows a grid of streets with various building footprints and heights. A prominent street on the left is labeled "Olivia Marie Road". In the center, there is a large green area with a red oval track. To the right, a pond is labeled "Jimmy McKernan Pond". The text "THANK YOU" is overlaid in the center in large white letters. Two white horizontal lines are positioned above and below the text.

THANK YOU

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/11/04	MEETING NAME Public Meeting of Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2021/10/27
--

NAME OF INDIVIDUAL(S) Christine Fang-Denissov

POSITION(S)/TITLE(S) Principal
--

NAME OF ORGANIZATION(S) Urban Strategies Inc.

E-MAIL cfang@urbanstrategies.com	TELEPHONE NUMBER (416) 340-9004	EXTENSION 257
--	---	-------------------------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
To discuss the designation of 3155 Argentia Road (SmartCentres Meadowvale), 1100 Burnhamthorpe Road West, and 780 Burnhamthorpe Road West as Employment Areas (as identified in the Draft Regional Official Plan policies and mapping).

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt) Adobe File or Equivalent (.pdf)
 Picture File (.jpg) Video File (.avi,.mpg) Other

Additional printed information/materials will be distributed with my delegation : Yes No Attached

Note:
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Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca

REGION OF PEEL OFFICIAL PLAN REVIEW

SMARTCENTRES

PUBLIC MEETING

November 4, 2021



1100 Burnhamthorpe



780 Burnhamthorpe



SmartCentres Meadowvale



**This is a conceptual rendering.*

1

ABOUT



FROM SHOPPING CENTRES...

SmartCentres was founded over 30 years ago, on the belief that all Canadians deserve access to affordable retail. We have since grown to:

\$10B

IN ASSETS

3,500

ACRES OF LAND

168

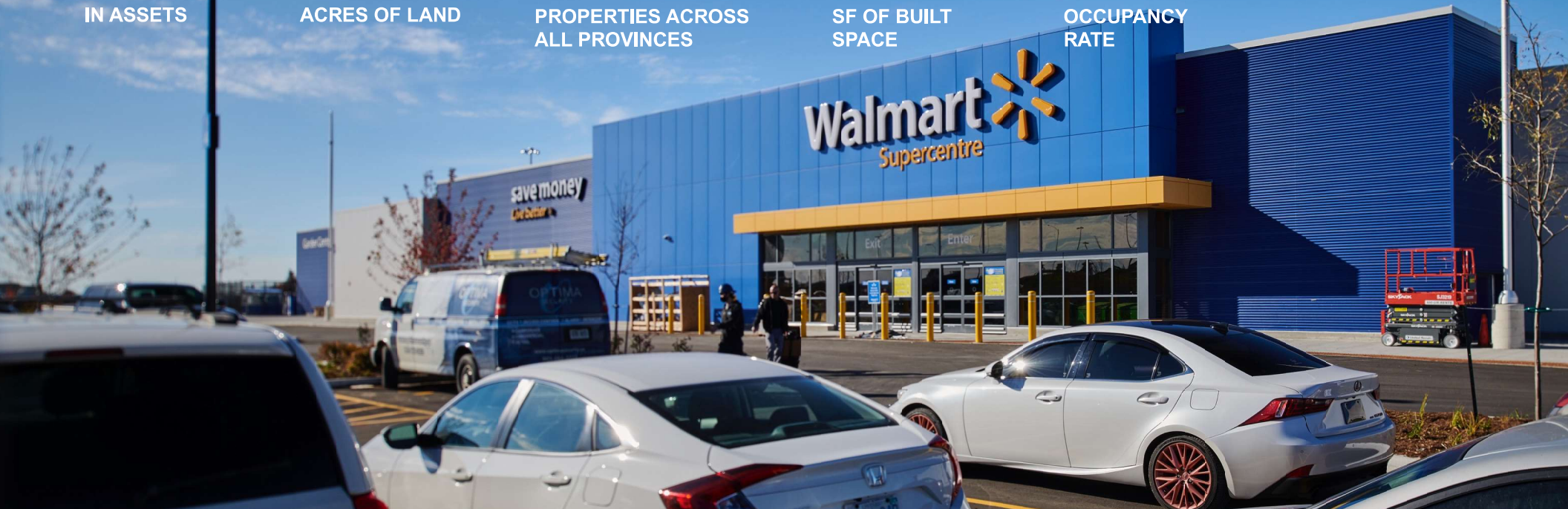
PROPERTIES ACROSS ALL PROVINCES

34.2M

SF OF BUILT SPACE

97.3%

OCCUPANCY RATE





... CITY CENTRES ^{TO}

SmartCentres is diversifying by transforming its land use; developing masterplans for every property in the portfolio.

Our publicly announced \$13.1B transformation program includes:

 **SMART LIVING**® Condos | Apartments | Towns |
Seniors' Residences | Hotels

 **SMART CENTRES**® Storage | Offices | Retail | Industrial

KPMG

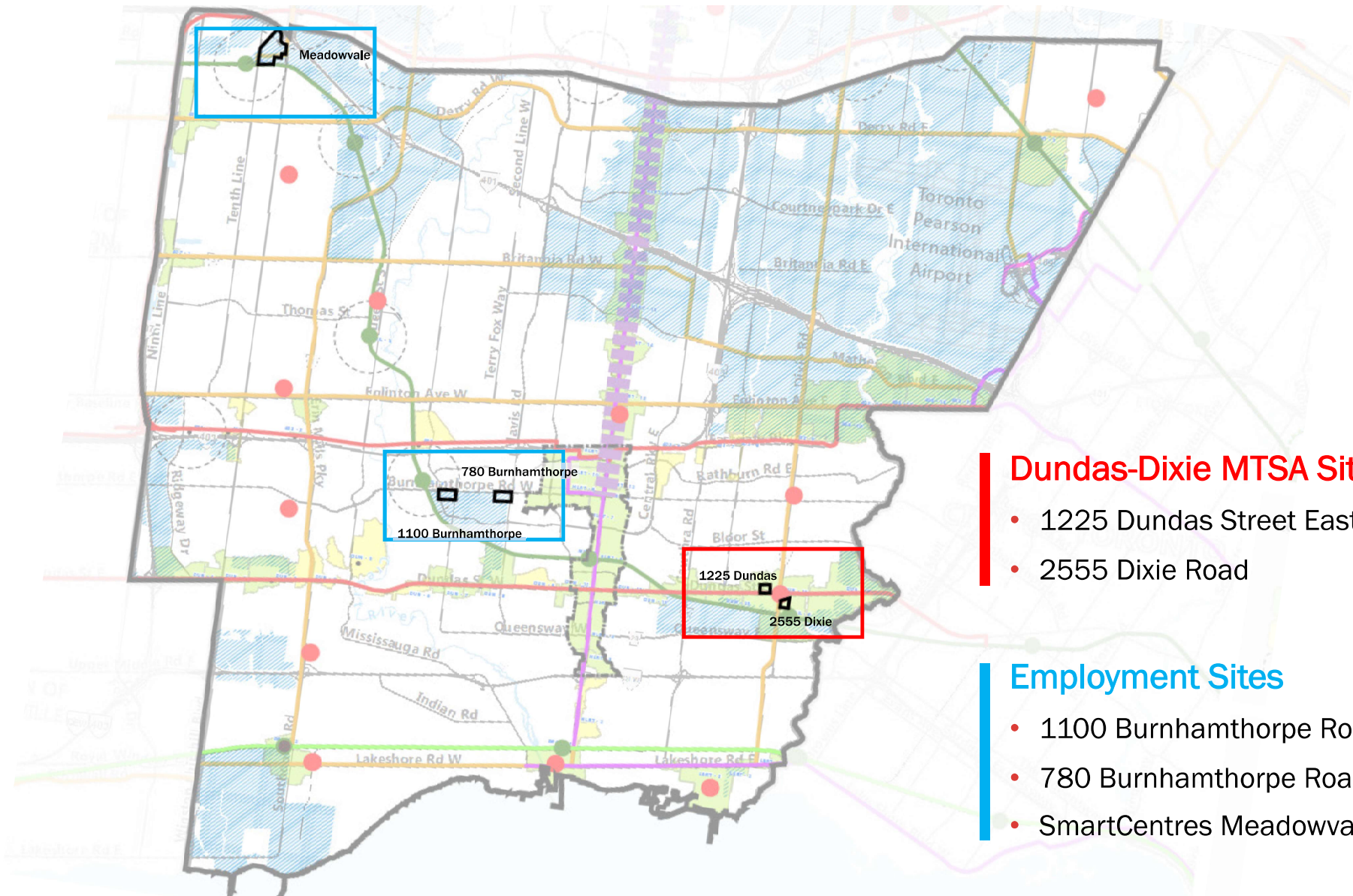
pwc

pwc



2

MISSISSAUGA PROPERTIES

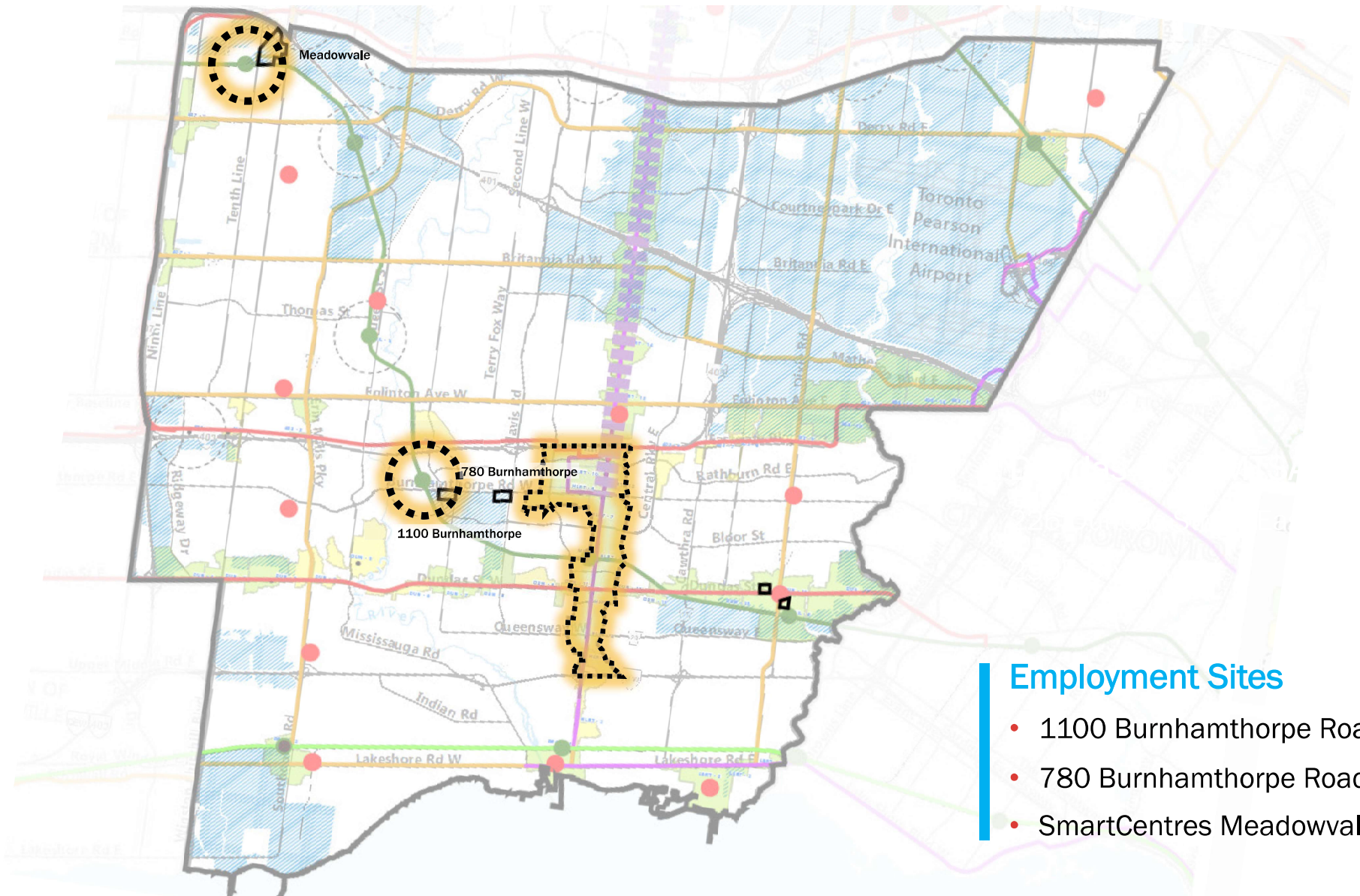


Dundas-Dixie MTSA Sites

- 1225 Dundas Street East
- 2555 Dixie Road

Employment Sites

- 1100 Burnhamthorpe Road
- 780 Burnhamthorpe Road
- SmartCentres Meadowvale



Employment Sites

- 1100 Burnhamthorpe Road
- 780 Burnhamthorpe Road
- SmartCentres Meadowvale

3

1100 BURNHAMTHORPE

1100 BURNHAMTHORPE - 4.6 HECTARES



High Rise Residential

Retail Plaza

Low Rise Residential

Office Buildings

CENTRAL PARKWAY WEST

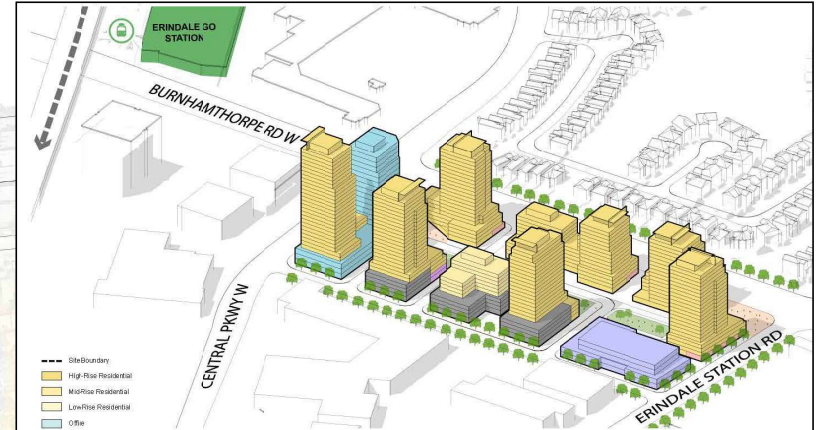
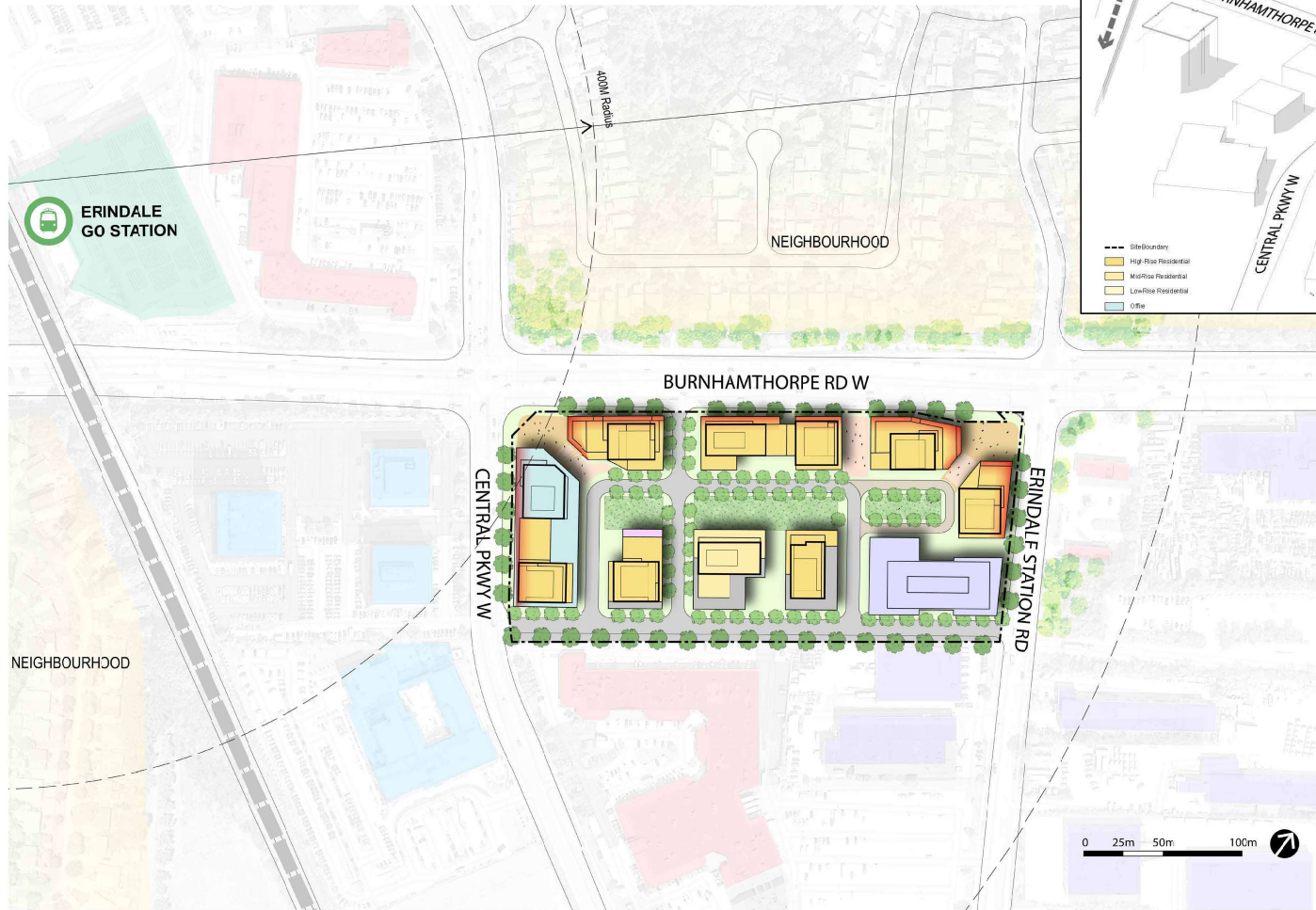
BURNHAMTHORPE RD W

SUBJECT LANDS

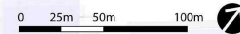
Retail Plaza

ERINDALE STATION RD

1100 BURNHAMTHORPE ROAD W



- Site Boundary
- High-Rise Residential
- Mid-Rise Residential
- Low-Rise Residential
- Office
- Other Employment
- Community
- Retail At-Grade



1100 BURNHAMTHORPE ROAD W TODAY



1100 BURNHAMTHORPE ROAD W TOMORROW



SMARTCENTRES | PUBLIC INFORMATION MEETING | NOVEMBER 4, 2021



4

780 BURNHAMTHORPE

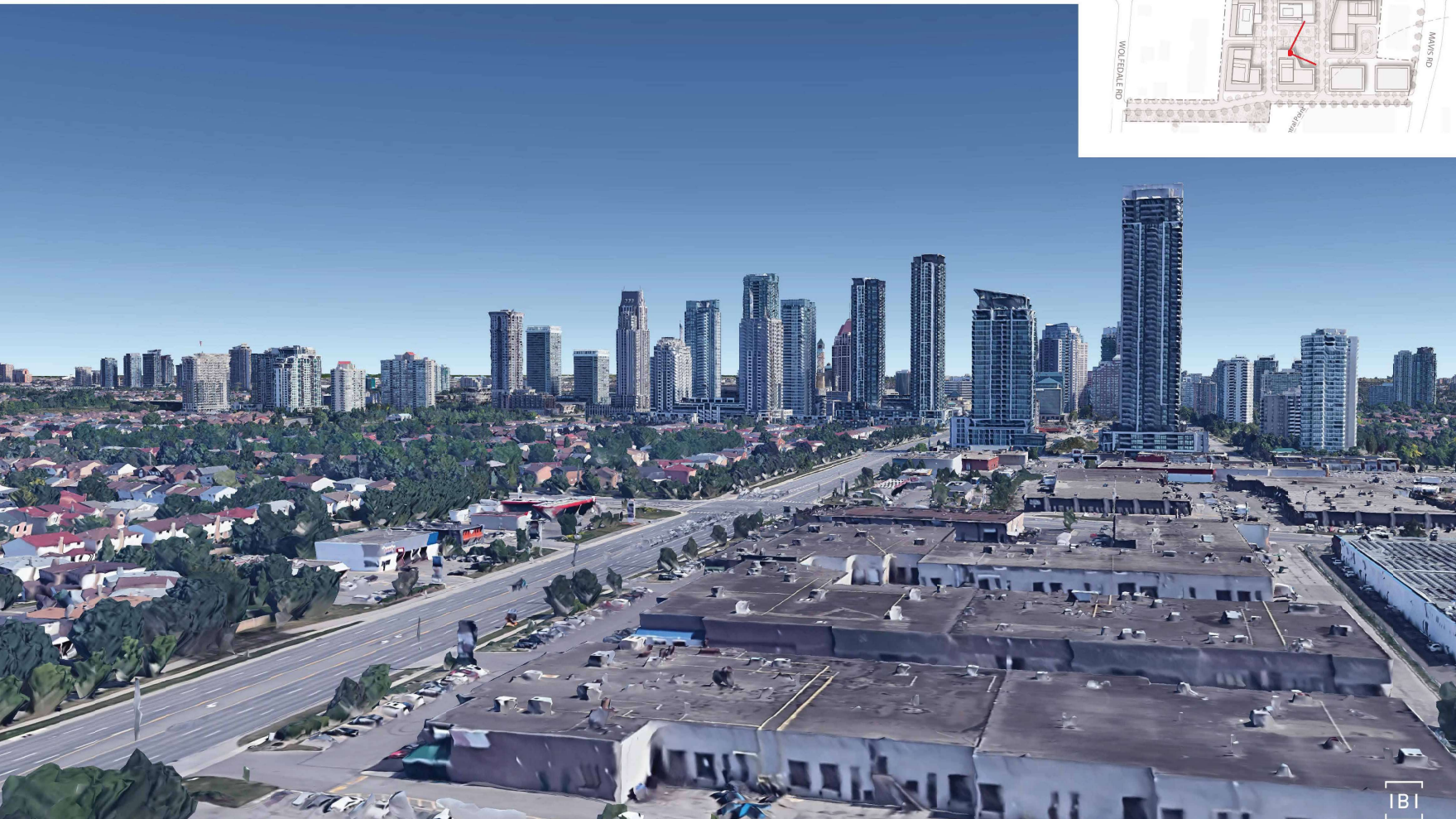
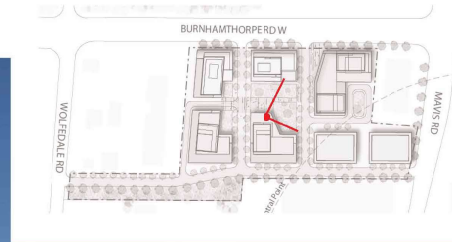
780 BURNHAMTHORPE - 4.4 HECTARES



780 BURNHAMTHORPE ROAD W



780 BURNHAMTHORPE ROAD W TODAY



780 BURNHAMTHORPE ROAD W TOMORROW



SMARTCENTRES | PUBLIC INFORMATION MEETING | NOVEMBER 4, 2021

A large, white, outlined number '5' is centered on a solid orange rectangular background that occupies the left side of the page.

SMARTCENTRES MEADOWVALE

SMARTCENTRES MEADOWVALE – 12.6 Hectares



MEADOWVALE



MEADOWVALE TODAY



MEADOWVALE TOMORROW



We are requesting removal of these lands from the Draft Employment Areas Schedule Y6

Are the lands underutilized?
 In a Strategic Growth Area?
 Is there a need for the conversion?
 Lands required for employment purposes?
 Maintain sufficient employment land?
 Impact viability of employment lands?
 Infrastructure to support proposed uses?
 Cross-jurisdictional issues?

3155 Argentinia Road(12.6 ha)	Y	Y	Y	N	Y	N	Y	N
1100 Burnhamthorpe Road West (4.6 ha)	Y	Y	Y	N	Y	N	Y	N
780 Burnhamthorpe Road West (4.4 ha)	Y	N	Y	N	Y	N	Y	N

THANK YOU!



1100 Burnhamthorpe



780 Burnhamthorpe



SmartCentres Meadowvale



FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/11/04	MEETING NAME Public Meeting of Regional Council
---------------------------------------	--

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD
2021/10/28

NAME OF INDIVIDUAL(S)
David Sylvester

POSITION(S)/TITLE(S)
President

NAME OF ORGANIZATION(S)
Forks of the Credit Preservation Group Inc.

E-MAIL [REDACTED]@[REDACTED]	TELEPHONE NUMBER [REDACTED]	EXTENSION
---------------------------------	--------------------------------	-----------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED)
Peel 2051: Concerns relating to the protection of water resources and aggregate extraction policies

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt) Adobe File or Equivalent (.pdf)
 Picture File (.jpg) Video File (.avi,.mpg) Other

Additional printed information/materials will be distributed with my delegation : Yes No Attached

Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at least ten (10) business days prior to the meeting date so that it can be included with the agenda package. In accordance with Procedure By-law 56-2019, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).

Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).

Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

Notice with Respect to the Collection of Personal Information
(Municipal Freedom of Information and Protection of Privacy Act)

Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca



FORKS OF THE CREDIT PRESERVATION GROUP

www.fcpreservation.ca

board@fcpreservation.ca

Peel 2051 OP – Comments for Public Meeting - 4 November, 2021

- **Water Resources in Caledon:** The Upper Credit River sub watersheds (in particular, #16, 17 and 18) are facing growing adverse impacts due to aggregate strip mining and other development pressures. Cumulative impact studies are essential to properly assess and prevent depletion of our water resources. Additionally, cumulative impact studies should be a requirement for new or expanded aggregate license applications.
- **Peel OP – Performance Measurement, Reviewing and Updating: Policy # 7.10.2.7:** Monitor, jointly with the area municipalities, aggregate resource extraction operations within the Region to determine their social, economic, and environmental impacts, the cumulative effects of resource extraction, the effects on transportation and road facilities, and the effectiveness of rehabilitation activities.

Regrettably, this policy which includes a clear commitment to monitor the cumulative effects of resource extraction, among other things, has not been undertaken.

- **Permits to Take Water:** The current system for Permits to Take Water is problematic. Currently, the largest category of these permits in the Upper Credit River Watershed is the aggregate industry, which takes 20% of the water. The system is now set up to be self-monitored. Our region requires better protection of water resources.
- **Extraction Below the Water Table:** Recent Provincial Policy Statement (PPS) revisions have blocked municipalities from exercising control over depth of aggregate extraction. This responsibility is now managed by MNRF, which has a history of facilitating aggregate industry activities. We request that the Region strengthen ground and surface water policies to help compensate for this loss of municipal oversight.

- **Minimum Separation Distances:** We understand this component of land use planning applies in a reciprocal manner to virtually all Class III industrial facilities. One exception to these guidelines for Ontario can be aggregate strip mines. This has resulted in the predictable and problematic encroachment of incompatible land uses between aggregate operations and thousands of local residents in Ontario. We request that the revised Peel Region OP incorporate reciprocal, minimum separation distances between aggregate pits and sensitive receptors. Even more importantly, we are requesting these same policies, but with larger distances, apply to blasting quarries.

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2021/11/04	MEETING NAME Public Meeting of Regional Council
---------------------------------------	--

Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD October 29, 2021
--

NAME OF INDIVIDUAL(S) Paul Lowes
--

POSITION(S)/TITLE(S) Principal
--

NAME OF ORGANIZATION(S) SGL Planning & Design Inc.
--

E-MAIL plowes@sglplanning.ca	TELEPHONE NUMBER (416) 923-6630	EXTENSION 23
--	---	------------------------

REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) Commenting on Item 5.1 as it relates to the Wildfield Village lands, on behalf of the Wildfield Village Landowners Group.

A formal presentation will accompany my delegation Yes No

Presentation format: PowerPoint File (.ppt) Adobe File or Equivalent (.pdf)
 Picture File (.jpg) Video File (.avi,.mpg) Other

Additional printed information/materials will be distributed with my delegation : Yes No Attached

Note:
Delegates are requested to provide an electronic copy of all background material / presentations to the Clerk's Division at **least ten (10) business days prior** to the meeting date so that it can be included with the agenda package. **In accordance with Procedure By-law 56-2019, as amended, delegates appearing before Regional Council or Committee are requested to limit their remarks to 5 minutes and 10 minutes respectively (approximately 5/10 slides).**

Delegates should make every effort to ensure their presentation material is prepared in an [accessible format](#).

Once the above information is received in the Clerk's Division, you will be contacted by Legislative Services staff to confirm your placement on the appropriate agenda.

Notice with Respect to the Collection of Personal Information
(Municipal Freedom of Information and Protection of Privacy Act)

Personal information contained on this form is authorized under Section 5.4 of the Region of Peel Procedure By-law 56-2019, as amended, for the purpose of contacting individuals and/or organizations requesting an opportunity to appear as a delegation before Regional Council or a Committee of Council. The Delegation Request Form will be published in its entirety with the public agenda. The Procedure By-law is a requirement of Section 238(2) of the *Municipal Act, 2001*, as amended. Please note that all meetings are open to the public except where permitted to be closed to the public under legislated authority. All Regional Council meetings are audio broadcast via the internet and will be posted and available for viewing subsequent to those meetings. Questions about collection may be directed to the Manager of Legislative Services, 10 Peel Centre Drive, Suite A, 5th floor, Brampton, ON L6T 4B9, (905) 791-7800 ext. 4462.

Please save the form to your personal device, then complete and submit via email attachment to council@peelregion.ca



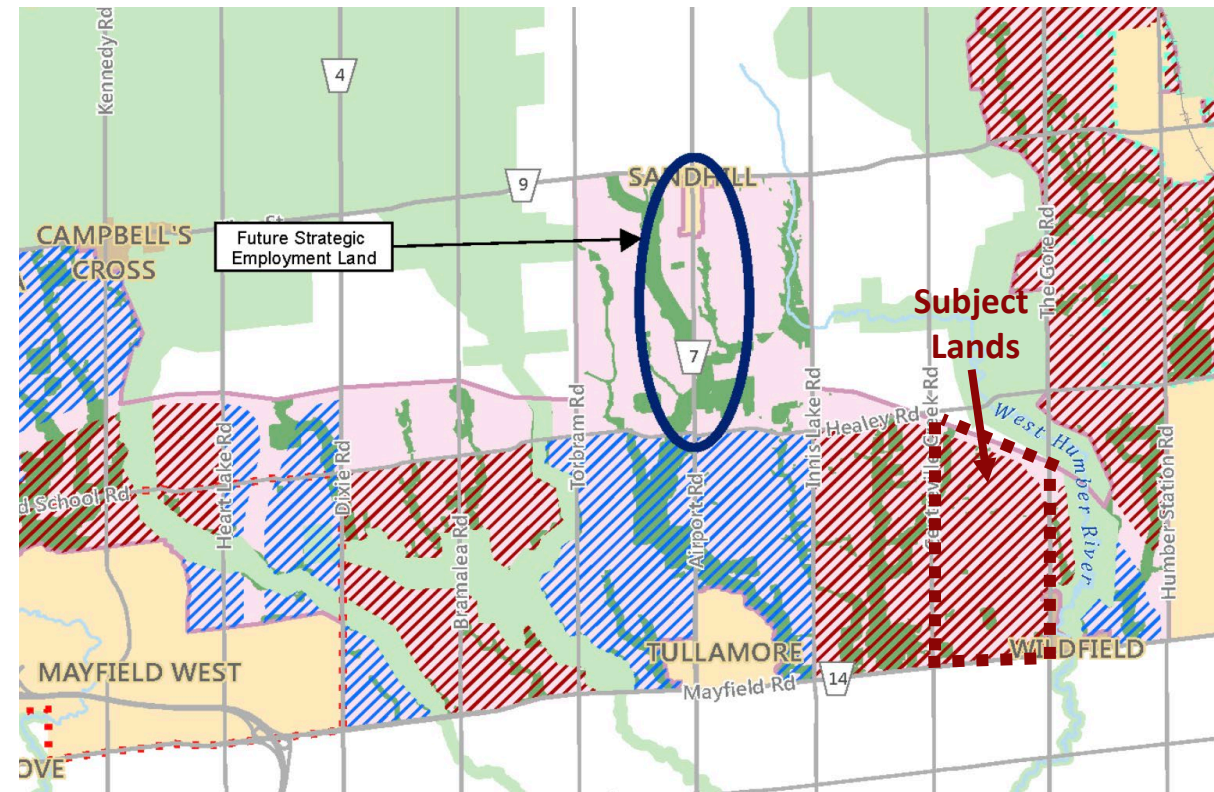
Wildfield Village

Settlement Area Boundary Expansion



Development Context

- SGL represents the Wildfield Village Landowners Group
- Approximately 329 ha of land
- Located between Bolton and Tullamore
- SABE Study includes Wildfield Village as “Community Lands”
- Represents a logical westward expansion of Bolton
- Easily serviced with extensions of water and wastewater infrastructure



Recommended Draft SABE Concept Map (September 2021)



CENTRAL
NEIGHBOURHOOD
PARKS AND SCHOOLS

MIXED USE
VILLAGE CENTRE

TRANSIT-SUPPORTIVE
DENSITIES ALONG
CORRIDORS

INTEGRATION WITH
OTHER NEW
COMMUNITIES

ADJACENT TO
GREENBELT

VALES OF HUMBER
COMMUNITY
INTEGRATION

EXISTING
WATER SUPPLY

EXTENSION OF
EXISTING WASTE
WATER SYSTEMS

KING STREET

AIRPORT ROAD

TULLAMORE

BOLTON

MAYFIELD

PREFERRED ROUTE OF
GTA WEST CORRIDOR

EASY ACCESS TO HWY 410

ACCESS TO HWY 427

BRAMALEA ROAD

TORBRAM ROAD

COUNTRYSIDE DRIVE

MCVEAN DRIVE

MAYFIELD ROAD

GOREWAY DRIVE

THE GORE ROAD

654

Wildfield Village Concept

Central Neighbourhood Park

Mixed-Use Village Centre



Grid System of Streets Linked to the Existing Regional Street Network

Approx. 6700 New Residential Units

Nearly 21,000 New People and Jobs

Achieves Density of 65 Residents and Jobs/ha

Medium Density Residential Along Community Edges



LEGEND	
	SUBJECT LANDS
	MEDIUM DENSITY RESIDENTIAL/MIXED USE
	MEDIUM DENSITY RESIDENTIAL
	LOW DENSITY RESIDENTIAL
	SECONDARY SCHOOL
	ELEMENTARY SCHOOL
	PARK
	STORM WATER MANAGEMENT
	OPEN SPACE
	ENVIRONMENTAL FEATURE
	GTA WEST CORRIDOR PREFERRED ROUTE

Conclusions

- Wildfield Village is ideally situated to create a **complete community** that **meets the growth demands** of the Region and Town
- Wildfield Village Landowners Group is supportive of Staff direction that identifies their lands within the SABE as “**Community Lands**”
- Wildfield Village represents a **logical first phase** of westward settlement expansion from Bolton



October 6, 2021

Refer to file: 888-002

Region of Peel
 10 Peel Centre Drive
 Brampton, ON L6T 4B9

RECEIVED
 October 6, 2021
 REGION OF PEEL
 OFFICE OF THE REGIONAL CLERK

Attention: **Adrian Smith, RPP**
 Director and Chief Planner, Regional Planning and Growth Management

**Re: Peel 2051 Official Plan Review – Draft MCR ROPA
 New Community Area Policies
Alloa Landowners Group**

Glen Schnarr & Associates Inc. is pleased to submit this letter on behalf of the Alloa Landowners Group with respect to the Peel 2051 Official Plan Review and Draft MCR ROPA. The Alloa Landowners Group controls the majority of lands bounded by Mississauga Road to the west, Old School Road to the north, Chinguacousy Road to the east, and Mayfield Road to the south. The location of the lands in the context of the current proposed SABE mapping is shown on Attachment 1.

Based on our review of the Draft MCR ROPA and our participation in the recent *Ask the Planner* Drop-in Sessions, we are generally supportive of the Draft Amendment and, in particular, the proposed phasing policies for New Community Areas as it relates to Alloa. As you know, some of the key proposed policies include:

- *To stage and sequence Secondary Plans in accordance with the logical phasing of development in Designated Greenfield Areas;*
- *To require staging and sequencing of development within the 2051 New Community Areas to support orderly development of new communities, ensure the efficient delivery of infrastructure and the protection of the financial and economic well-being of the Region and its local municipalities; and*
- *To ensure that development of 2051 New Community Areas is supported by a Region-wide and multi-modal transportation system that provides for transit and active transportation, and integrates new residential, retail and employment uses.*

The Alloa lands are adjacent and contiguous to the nearly built-out Mount Pleasant Secondary Plan in Brampton and the Mayfield West Phase 2 Secondary Plan in Caledon which make it a

REFERRAL TO _____
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 RECEIPT RECOMMENDED _____

10 KINGSBRIDGE GARDEN CIRCLE
 SUITE 700
 MISSISSAUGA, ONTARIO
 L5R 3K6
 TEL (905) 568-8888
 FAX (905) 568-8894
 www.gsai.ca



logical location for the next phase of growth in the Region. The lands are efficiently serviced by existing infrastructure immediately to the south and to the east, generating a low servicing cost and therefore protecting the financial and economic well-being of the Region. The timely development of these lands would provide for efficient transit and active transportation routes and complete the connections between the planned Mayfield West Phase 2 Major Transit Station Area and the well-established Primary MTSA around the Mount Pleasant GO Station in Brampton. In our view, the development of the Alloo lands as part of a first development phase within New Community Areas aligns with the proposed New Community Area phasing policies of the Draft ROPA.

We generally concur with the Region's guiding policies for local municipalities to establish staging and sequencing criteria for the development of new Secondary Plans through their local Official Plans. We emphasize that the Growth Plan identifies forecasted growth to the year 2051 and does not provide for any interim forecasts for phasing that would be based on the previous Growth Plan planning horizons of 2031 and 2041. In this regard, we view the progression of growth presented in the 2051 Scenario Community Planning Tables of the Land Needs Assessment as conceptual, with the actual phasing of the 2051 growth forecasts to be determined at the local level.

We kindly request your confirmation of the above and we look forward to the completion of the Official Plan Review and the Region's approval of the ROPA in early 2022.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Jason Afonso, MCIP RPP
Senior Associate

- c. Region of Peel Planning and Growth Management Committee;
Ed Sajecki, Interim Chief Planner, Town of Caledon
Alloo Landowners Group

RECEIVED

October 9, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: bdhillon [REDACTED]
To: ZZG-RegionalClerk
Subject: Peel 2051 Public Comments
Date: October 9, 2021 12:15:48 PM

Hi;

My name is Balkaran Dhillon and I am resident of Caledon, Region of Peel, I reviewed the draft and changes and I request to add my comments as follows:-

Sandhill Area:

The land was proposed as future reserve for employment area (North of Healey, south of King and West of Innislake road and East of Torbram road), this land is great suitable for employment purpose, especially for trucking, outside storage. Currently there is huge demand of employment land in all Peel region, especially in Caledon area, which can serve for the employment and outside storage for trucking, including truck parking.

My suggestion to add this land in to Employment land and improve the road network of Innislake for future growth of employment. This area is suitable, close to GTA west corridor and it will be great engine of Peel region employment growth. Even though GTA west cancelled, the Airport road, Mayfield road and King Road can take the traffic to move the goods. It help to reduce traffic because we go to south in the morning and come back north in the evening, it will help to spread the traffic, create more jobs, industries, which is key components of Peel Region as well as Province of Ontario.

Humberstation Road area:

I noticed the proposed area for the residential, upper side of GTA west corridor is great way to build residential communities. It help to the resident to work, close to their home and it help to existing Bolton employment area. Propose Go Station on Humberstation can serve entire Humberstation from Mayfield to King road, Bolton and even Sandhill area, I agree with Region propose for the residential around Humber Station road. The servicing (Water, storm Water Management, etc.) should be through Humber Station from Brampton to King Street, which can serve the land both side of the road.

North of King Street:

Along the Airport road I propose further employment land north of King Street, south of Castlederg Side Road, as a future reserve for employment land, which will save Municipal Comprehensive review in future and help to allocate the area, when Region require. This area will serve long term demand of Employment land and create lots of job for our Region.

Regards

Balkaran Dhillon

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October 12, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: sukhman dhillon
To: ZZG-RegionalClerk
Subject: Peel 2051 Public Comments.
Date: October 12, 2021 3:37:39 PM

Hello,

My name is Sukhman Dhillon and I'm a resident of caledon.

After reviewing the 2051 SABE Study Plan, my suggestions are to include the lands located (North of Healey, south of King and West of Innislake road and East of Torbram road) in the current employment area instead of a reserve. I feel as if this is crucial for the progress of the city of Caledon. This area seems very suitable for current employment growth as it will allow for the movement of goods and traffic to happen smoothly. This will be crucial to helping our city thrive. With this being done we can take the land north of king and south of castlederg as a long term employment reserve. As those lands are also located within the white belt, it will provide a reserve for the city to further grow in the future.

Best Regards,
Sukhman Dhillon

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October 18, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Himanshu Rana
To: ZYG-RegionalClerk
Subject: Peel Growth Plan Comments
Date: October 18, 2021 3:26:53 PM

Hello,

My name is Himanshu kumar and I'm a residence of caledon

After studying the 2051 SABE Study Plan, I am thinking about including the properties (North of Healey, south of King and West of Innislake road and East of Torbram road) rather than in a reserve. I believe this is crucial for the growth of the city of Caledon. It seems that this location is ideal for present employment, as it permits the continuous circulation of products and transit. For the prosperity of our city this will be crucial. This will allow us to include the lands between North of King and South of Castlederg within the employment reserve.

Regards

Himanshu Kumar

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From: Nancy Hurst [REDACTED]
Sent: October 18, 2021 9:42 PM
Subject: Notice of Ministerial Zoning Order Request: POPA 2021-0005, RZ 2021-0007 & SPA 2021-0013 - 0 and 12035 Dixie Road

RECEIVED
October 18, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

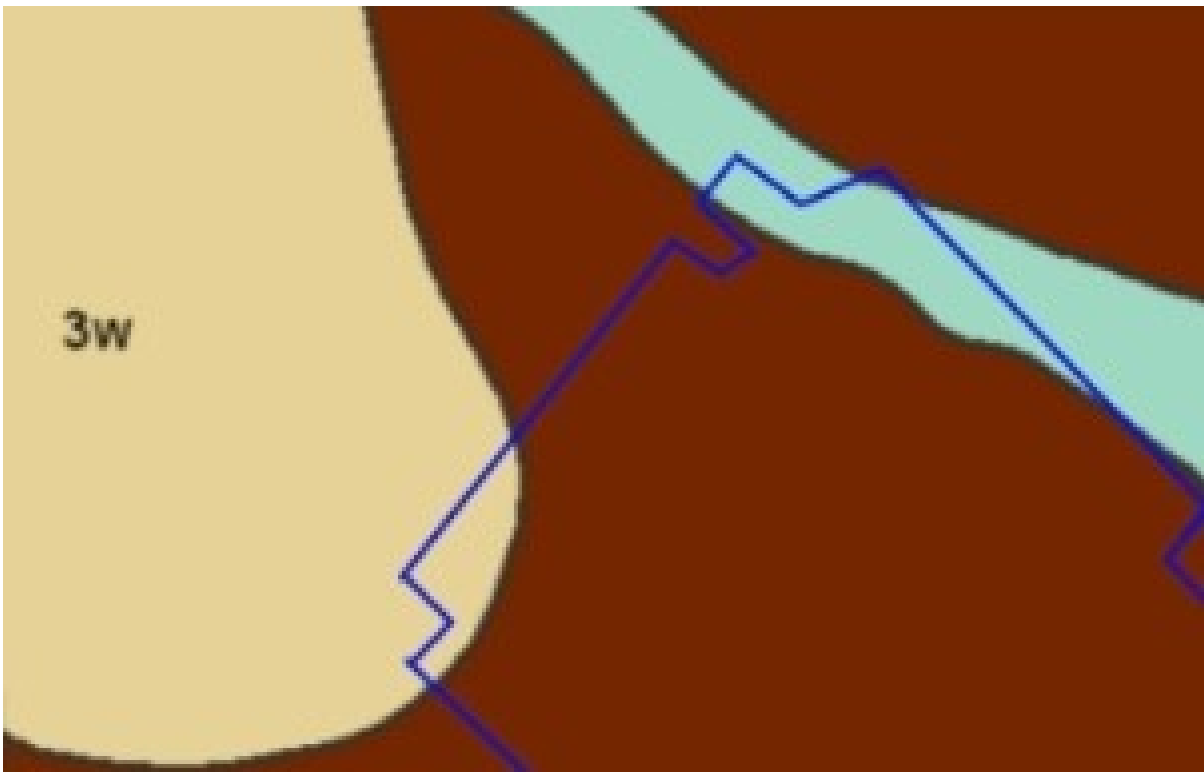
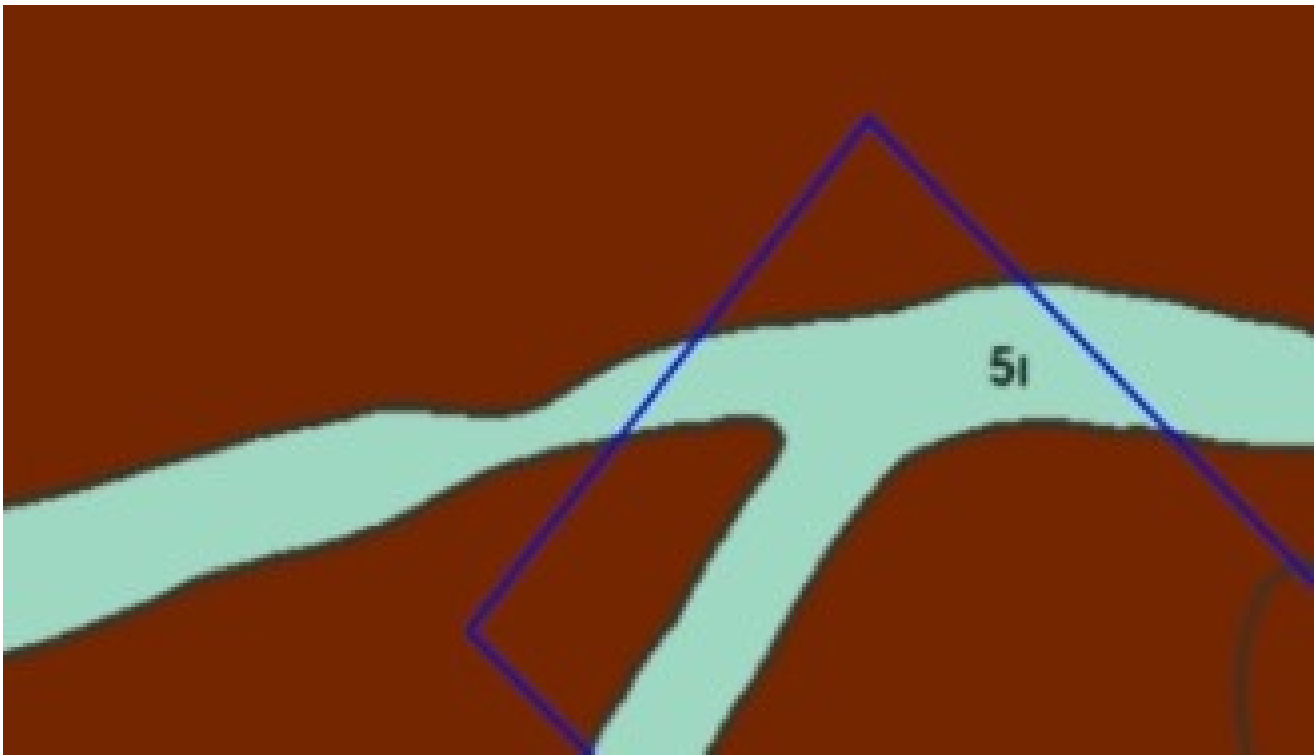
Dear Councillors and Mayor,

Regarding the MZO requested for the property named above, it is blatantly obvious that this is being pushed through with the idea that the GTAW will be built in close proximity. Ontario is losing 175 acres of farmland per day and make no mistake, this land is Prime #1 soil according to the Ministry soil maps. Claiming that the land is vacant or 'merely producing cash crops' does nothing to diminish the fact that Tribal's aim is to pave millions of sq feet of this precious resource to build yet another distribution centre. I have also come to understand that there is yet another part of this application behind it on the northern section of the block which is to be a larger section of warehouse, also on Prime Farmland between two Greenbelt Fingerlings. Pushing through the southern portion now ahead of MCR through an MZO is underhanded and must be seriously questioned.

MZOs are deeply unpopular, as are the people who use them to get their way despite the wishes of the public. The Ontario Federation of Agriculture shouldn't need to beg for farmland to be saved and run petitions before our elected officials recognize that Ontario's food security relies on us having enough Prime farmland to feed our growing population.

Sincerely,
Nancy Hurst
Hamilton

REFERRAL TO _____
RECOMMENDED _____
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RECEIPT RECOMMENDED _____



From: Aniket Saini
To: ZZG-RegionalClerk
Date: October 19, 2021 6:58:59 PM

RECEIVED
October 19, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Hello,
My name is aniket saini, and I'm a Caledon resident.

Following my review of the 2051 SABE Study Plan, I am considering adding the properties (north of Healey, south of King, west of Innislake road, and east of Torbram road) in the plan rather than putting them in a reserve. This, in my opinion, is critical for Caledon's future prosperity. This location appears to be suitable for current employment because it allows for continuous product circulation and transit. This will be critical for our city's prosperity. The areas between King and Castleberg will be included in the employment reserve as a result of this.

Regards
Aniket saini

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RECEIVED

October 19, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Abhishek Ganghas
To: ZZG-RegionalClerk
Date: October 19, 2021 7:06:39 PM

Hello,
My name is Abhishek ganghas, and I'm a Caledon resident.

After reviewing the SABE Study Plan for 2051, I'm considering adding the properties (north of Healey, south of King, west of Innislake road, and east of Torbram road) rather than putting them in a reserve. This, in my opinion, is critical for Caledon's development. This location appears to be suitable for current employment because it allows for continuous product and transit circulation. This will be critical to our city's prosperity. This will enable us to incorporate the areas between King and Castlederg into the employment reserve.

Regards
Abhishek ganghas

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RECEIVED

October 20, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Sara and Kevin Tavakoli Gauthier
To: ZZG-RegionalClerk
Subject: Suggestions for Public meeting & public consultations
Date: October 20, 2021 4:54:58 AM

Hi,

We are unfortunately unavailable to attend the public meetings and consultations for future urban developments.

We would there really like to share our thoughts on items that we think would make living in the city more pleasing and enjoyable for everyone.

It would be great if there were more native trees or tall bushes planted along public paths and in public parks/ children's play areas to make shade more readily available during increasingly hot summer months.

It would be great if significant patches of grass were allowed to grow wild in public parks and along some paths as they offer important shelter to polinators and other important wildlife, cut grass along paths looks maybe pleasing to some but it offers no significant ecological benefits, and wild flowers are beautiful.

It would be great if native flowers and bushes were planted along paths or in public gardens (instead of the generic annuals we commonly see) to provide important food sources and shelter to native insects, birds etc.

It would be great if there was nice designated bike paths along busy streets (Erin Mills, Winston Churchill, etc.) and along other residential two lane streets (like Truscott Dr), to encourage road sharing and cycling. The city of Toronto has some nice designated bike lanes along Bloor st. or Lakeshore Rd. downtown and further west in Etobicoke as well (for example) that could be used as models for future planning initiatives.

It would be great if there was more speed humps (that can be bypassed by emergency vehicles) and stop signs especially in busy residential streets (like Bromsgrove and Truscott Dr for example) to promote street calming and make busy streets more pedestrian and bike friendly.

It would be great if heavy transport trucks were banned from busy residential streets as they impact noise and air quality in an entire neighborhood (not just residents that live on those streets) as air and noise dissipate readily.

It would be great if shopping plazas faced the street, with parking lots around back so the stores are readily accessible to pedestrians and bikers, and so you don't need to cross parking lots to get to a store, this would make those urban developments more esthetically pleasing as well (I think we can all agree that parking lots are ugly).

Thank you for taking the time to read these suggestions.

Sara Tavakoli and Kevin Gauthier
Mississauga Residents

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RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Subject: RE: Economic prosperity does not have to come from rapid population growth and environmental destruction

RECEIVED

October 20, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

-----Original Message-----

From: Peel Resident [REDACTED]

Sent: October 20, 2021 1:51 PM

To: ZZG-Chair <zzg-chair@peelregion.ca>

Subject: Economic prosperity does not have to come from rapid population growth and environmental destruction

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

Web Form Title :: Regional Chair

This email was sent by the following person. Please reply to them:

Sender's Name: Peel Resident

Sender's Email: [REDACTED]

The message was submitted through an Automated Email Service on Peel's Website Wed Oct 20 13:49:38 2021:

Opinion: Economic prosperity does not have to come from rapid population growth and environmental destruction

Peel, and more broadly Canada, needs to learn how to grow the economy by utilizing the existing population better vs. relying on rapid population growth as the primary driver of economic prosperity. If this is not in Peel's control, then Peel should push back on the Province and the Feds to make them realize that building economic prosperity through forced population growth is a short-sighted approach. While it can certainly yield a higher total GDP quickly (more taxes into governments' coffers), it often results in a lower effective income for most individuals (a house has already become a luxury, a car may become one soon), not to mention the environmental costs associated with the destruction of fields and green spaces (paved spaces everywhere and the standard of living decreasing), resulting in talented portions of the population eventually leaving.

Even China has rejected the strategy of attaining GDP growth via population growth. They are already able to experience a healthy economic growth while maintaining more or less constant population levels, and are preparing for continued growth in the era of declining population (via the use of AI and automation).

I am myself an immigrant who came to Canada in 1996. I came because I wanted to secure a viable economic future for my children -- but I am disturbed by what I see as a standard of living that has fallen with every subsequent generation in Canada for the last 50 years. My children - born and educated in Peel - are not seeing a future for themselves in Peel and possibly in Canada. Please, have some consideration for the people who already live here, not only for those who are about to join our Canadian family.

We have such capable and diverse communities in Peel and we should be able to find the workforce and economic success we're seeking from within.

It is the Region of Peel's policy to reply to e-mails within two working days.

For assistance, please contact the webmaster@peelregion.ca

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RECEIPT RECOMMENDED _____

RECEIVED

October 21, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Jerry KAJFASZ
To: ZZG-RegionalClerk
Subject: Peel 2051
Date: October 21, 2021 8:57:04 AM

Please find my feedback re subject.

I will keep this brief.

Our municipal politicians and planners are turning Peel and specifically Mississauga into a ghetto with little vision, character and a sense of community.

For example:

- Look at the Condo ghettos that are popping up and sprawling in Mississauga along with increasing crime rates.
- The municipal expenditures are focussing on the wrong priorities. I.e. Expenditures on transit that few people use or want to use.

Sincerely,
Jerry Kajfasz

Sent from Mail for Windows

REFERRAL TO _____

RECOMMENDED

DIRECTION REQUIRED _____

RECEIPT RECOMMENDED _____

RECEIVED

October 22, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: Mike Sahota
To: ZZG-RegionalClerk
Subject: 2051 Caledon SABE Plan Comments - Peel Region
Date: October 22, 2021 4:39:18 PM

Hi,

My name is Mike Sahota and I am a resident of Caledon in the Region of Peel. I have looked over the 2051 SABE Plan and wanted to add my own comments outlined below:

Sandhill Area:

The land was proposed as a future reserve for employment areas (North of Healey, south of King and West of Innislake road, and East of Torbram road). This land in my opinion is suitable for employment purposes. I think this land is suitable for outside storage, and logistics/transportation/warehousing/factory purposes. This area is ideally situated close to the GTA west corridor. The roads in this area can handle the increased traffic and facilitate the movement of goods and services.

Humberstation Road area:

I was able to attend a few meetings when this area was discussed in regards to the plan and services. All city officials agreed as do I that routing the services through Humberstaion is a good idea as it will serve as a good backbone for future residential development of the area. The location relative to the Employment area and the Bolton corridor is great for people to live close to where they work.

Area North of King St- WhiteBelt

I noticed there is a gap along the Airport road corridor north of King Street, south of Castlederg Side Road. In my opinion, this area that abuts the Greenbelt is being neglected in this plan. Leaving such a small portion of whitebelt does not seem feasible in terms of future development. There is a tremendous opportunity to save future Municipal time and expense if this pocket was incorporated into this plan. Similar to the comments for Sandhill, this area is ideally situated to be part of the growth plan today and would be a strong catalyst for employment growth for the entire region. This extra space would be a great attraction for large businesses to relocate close to future housing (close source of workers from Humberstation and already developed residential pockets of Caledon). It is strategically located close to the new GO station and public transit and close to a major GTA thoroughfare in Aiport Rd. By extending the boundary beyond King St it would be a positive step for the township by freeing up a larger and more manageable growth area to attract medium to large employers to the region to support the population growth expected for the area. Right now the land in this area is very fragmented in terms of ownership which will only increase if not developed resulting in higher acquisition costs for future potential employers. Any growth in this area besides creating much-needed employment opportunities would also add much-

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needed revenue to the township through land transfer, development fees, and an increased corporate tax base. Freeing up this space would make the area much more attractive for such growth.

Best Regards,
Mike Sahota

--

Mike Sahota
Manager

Zoom Rent-A-Car
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Mississauga, On
L4W 1E8
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October 23, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: ANIL JOSHI
To: ZZG-RegionalClerk
Subject: 2051 SABE Plan
Date: October 23, 2021 6:10:30 AM

Hi,

My name is Anil Joshi and I am a resident of Peel region. I have looked over the 2051 SABE Plan and wanted to add my own comments outlined below:

Airport Road North of King Street, south of Castleberg Side Roading St:

In my opinion, This area is ideally situated to be part of the growth plan today and would be a strong catalyst for employment growth and residential for the entire region. This extra space would be a great attraction for large businesses and to future housing (close source of workers from Humberstation and already developed residential pockets of Caledon). It is strategically located close to the new GO station and public transit and close to a major GTA thoroughfare in Airport Rd. By extending the boundary beyond King St it would be a positive step for the township by freeing up a larger and more manageable growth area to attract medium to large employers to the region to support the population growth expected for the area. Any growth in this area wiill really help resident of peel in creating much-needed employment opportunities and residential needs. Adding this area into the plan would make the area much more attractive for such growth. Its the main road and can handle the traffic and it will help the people who want to live in peel . And the way demand for the housing is going and the prices for those houses are out of the reach of people it will be a great help.

Sandhill Area:

The land was proposed as a future reserve for employment areas (North of Healey, south of King and West of Innislake road, and East of Torbram road). This land in my opinion is suitable for employment purposes. I think this land is suitable for outside storage, and logistics/transportation/warehousing/factory purposes. This area is ideally situated close to the GTA west corridor. T

Humberstation Road area:

I was able to attend a few meetings when this area was discussed in regards to the plan and services. All city officials agreed as do I that routing the services through Humberstaion is a good idea as it will serve as a good backbone for future residential development of the area. The location relative to the Employment area and the Bolton corridor is great for people to live close to where they work.

Regards.

Anil Joshi

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From: Paul Takhar Vision Hotels
To: ZZG-RegionalClerk
Subject: 2051 Caledon SABE Plan Comments - Peel Region
Date: October 25, 2021 12:37:47 PM

October 25, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Reg: 2051 SABE Plan

To: City Clerk

My name is Paul Takhar , I am a resident of Caledon for the past 20 year in the Region of Peel.

Below are my comments on 2051 SABE Plan

Area North of King St- WhiteBelt

The parcel along Airport Rd north of King Street should be confined within in this plan as it will save time and not accrue additional expenses to the city . This area is ideally positioned and will be a prodigious asset to the future growth and development plan. This will appeal to large business, employment and housing for labor market as it conveniently located to public transit and GO Station. As of now the parcel of land in green belt are very fragmented pertaining to ownership , which I am concerned it will only surge by acquisition of various investors . Having this area included in future development will not only attract potential employers , but also help the township in taxes , fees , development charges and corporation taxes

Sandhill Area:

In my opinion general intent and purpose of the City's Official Plan in terms of the following policy requirements and/or development principles, The land was proposed as a future reserve for employment areas (North of Healey, south of King and West of Innis lake road, and East of Torbram road). This area is ideally situated close to the GTA west corridor. The roads in this area can handle the increased traffic and facilitate the movement of goods and services. I think this land is suitable for outside storage, and logistics/transportation/warehousing/factory purposes.

Paul Takhar, CHA
V.P. Sales & Marketing
Vision Hotels Group

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paul@visionhotelsgroup.com

www.visionhotelsgroup.com

<http://bwowensound.com/>

<http://www.comfortyz.com/>

October 26, 2021
HPGI File: 17497

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October 26, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Regional Planning and Growth Management

100 Peel Centre Drive, Suite A
Brampton, ON
L6T 4B9

**Attn: Tara Buonpensiero, Acting Manager, Policy Development
Kathryn Dewar, Principal Planner**

**Re: Request for Urban Area Boundary Expansion (Palgrave Settlement Area)
Region of Peel Municipal Comprehensive Review
Statutory Public Meeting – November 4, 2021
8575 Patterson Sideroad, Town of Caledon
Ross & Linda Gray**

Further to previous comment letters provided directly by the Owners, Ross and Linda Gray, dated March 6, 2019, April 18, 2019 and November 18, 2020, March 10, 2021 and October 4, 2021, Humphries Planning Group Inc. (HPGI) is providing further comments in support of the request that the subject property, 8575 Patterson Road in the Town of Caledon, be included within the Town's settlement boundary for Palgrave. These comments are being made in relation to Peel Region's Municipal Comprehensive Review (MCR) in support of the inclusion of the subject property within the Town of Caledon's urban boundary to accommodate a future residential area expansion for the Palgrave Rural Settlement Area.

Reply to Region Response on Request

As clarified in the previous comment letter the request for expansion of the Palgrave Rural Settlement Area was for a portion of the subject property, specifically the approximate 16 hectares that are designated 'Countryside Area' within the Rural settlement boundary for Palgrave. Please note that the land use designations map of the ORMCP with the property

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boundaries is provided below as **Figure 1** and illustrates the portions of the property that are within the ‘Countryside Area’ and ‘Natural Core Area’.



Figure 1– ORMCP Land Use Designation Map (- - - - subject property)

Figure 1 illustrates that roughly half of the subject property is designated ‘Countryside Area’ which would permit that portion of the subject property to be included within the Town’s Rural Settlement Area boundary for Palgrave without amendment to the ORMCP.

Based on initial responses from Regional Staff, it appears Staff were uncertain as to whether a Rural Settlement Area Boundary could be extended into the ‘Countryside Area’ without amendment to the ORMCP. HPGI has since followed up with Provincial Staff and the Director of Policy with the Ministry of Municipal Affairs and Housing has provided clarification in the email correspondence from October 26, 2021, which is enclosed herein.

The Provincial response reiterates the prohibition of Settlements expanding into the ‘Natural Core Area’ or ‘Natural Linkage Areas.’ Any Settlement boundary expansion into the ‘Natural Core Area’ or ‘Natural Linkage Areas’ would require amendment to the ORMCP by the Minister. However, the Province does not indicate any prohibition against Rural Settlements expanding into the ‘Countryside Area’ designated lands that would require

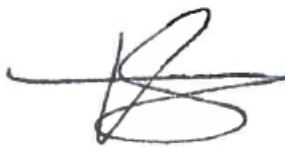
such amendment. In fact, the Province characterizes the Rural Settlement Areas as Settlement Areas within the 'Countryside Area.'

Based on the above, it is HPGI's opinion that the portion of the subject property designated as Countryside Area in the ORMCP should be considered for a settlement area boundary expansion as part of the ongoing MCR and Official Plan Review process and represents an appropriate extension to the Palgrave Rural Settlement Area. In addition to the previously submitted comment letters, the above noted analysis outlines how, specifically related to the ORMCP, it is appropriate to consider a settlement area boundary expansion to the Palgrave Rural Settlement Area into 'Countryside Area' designated land and how a portion of the subject property is an ideal candidate from a residential growth site selection perspective and a logical place to accommodate a minor share of the overall future planned growth in the Town and Region.

If you have any questions or concerns, please contact the undersigned at ext. 244 or Mark McConville at ext. 246.

Yours truly,

HUMPHRIES PLANNING GROUP INC.



Rosemarie L. Humphries BA, MCIP, RPP
President

cc. Adrian Smith, Director and Chief Planner
Virpal Kataure, Principal Planner
Naheeda Jamal, Region of Peel
Mayor Allan Thompson, Mayor Town of Caledon
Councillor Nick de Boer, Ward 3 and 4 Local Area Councillor
Councillor Jennifer Innis, Ward 3 and 4 Regional Councillor
Councillor Annette Groves, Ward 5 Regional Councillor
Ed Sajecki, Chief Planning Officer, Town of Caledon
Bailey Loverock, Community Policy Planner, Town of Caledon

Mark McConville

From: Jensen, Kirstin (MMAH) <Kirstin.Jensen@ontario.ca>
Sent: October 26, 2021 2:50 PM
To: Mark McConville
Cc: Earthy, Alex (MMAH); DiNucci, Stephanie (MMAH)
Subject: RE: ORMCP Clarification Question - Expansion of Rural Settlement Area - Palgrave, Town of Caledon

Hello Mark,

I apologize for the delay in a response while we looked into this issue for you. Thank you for your patience.

Thank you for your inquiry regarding the Oak Ridges Moraine Conservation Plan. Section 3(4) of the [Oak Ridges Moraine Conservation Act, 2001](#), prohibits the removal of lands in Natural Core Areas or Natural Linkage Areas. Only the Minister has the ability to amend the Oak Ridges Moraine Conservation Plan Land Use Designation Map referenced in section 2 of [Ontario Regulation 140/02](#) (The Oak Ridges Moraine Conservation Plan).

The Introduction and Implementation Sections that are provided as part of the published version of the [Oak Ridges Moraine Conservation Plan](#), but do not officially form part of the Plan, provide additional guidance on how to read the Plan. The Introduction Section speaks to the Moraine containing a range of settlements areas that are designated as either Settlement Areas or Rural Settlements within the Countryside Area of the Plan. The last paragraph of the Implementation Section echoes the prohibition in the *Oak Ridges Moraine Conservation Act, 2001*, and notes these settlement areas are not permitted to expand into Natural Core Areas or Natural Linkage Areas.

If you have any further questions in respect of the Region of Peel's Municipal Comprehensive Review process, we encourage you to speak directly with staff at either the Region of Peel or the Town of Caledon. Please let us know if we can be of further assistance.

Regards,
Kirstin Jensen

Kirstin Jensen, MPI., MA
Director of Policy

Office of the Hon. Steve Clark | Minister of Municipal Affairs and Housing
kirstin.jensen@ontario.ca

From: Mark McConville <markm@humphriesplanning.com>
Sent: September 23, 2021 2:07 PM
To: Jensen, Kirstin (MMAH) <Kirstin.Jensen@ontario.ca>; Earthy, Alex (MMAH) <Alex.Earthy@ontario.ca>; DiNucci, Stephanie (MMAH) <Stephanie.Dinucci@ontario.ca>
Cc: Rosemarie Humphries <rhumphries@humphriesplanning.com>
Subject: ORMCP Clarification Question - Expansion of Rural Settlement Area - Palgrave, Town of Caledon

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Kristin, Alex and Stephanie,

We are following up with Provincial Staff on their interpretation as to whether the ORMCP authorizes the Rural Settlement Area boundary to be expanded to include lands designated 'Countryside Area.' The Implementation Section

of the ORMCP only puts restriction to the expansion to Settlement Areas if lands are designated Natural Core and Natural Linkage Areas:

An upper-tier or single-tier municipality may consider the need to change or refine the boundaries of Settlement Areas as part of a municipal comprehensive review undertaken in accordance with policy 2.2.8 of the Growth Plan for the Greater Golden Horseshoe. Settlement Area boundaries are not permitted to expand into Natural Core Areas or Natural Linkage Areas.

Please confirm whether you agree that ORMCP authorizes the Rural Settlement Area boundary to be expanded to include lands designated 'Countryside Area.'

Thank you in advance for looking into this and providing a response at your earliest convenience.

Best Regards,

**MARK J. McCONVILLE, MCIP, RPP, M.Sc.PI
ASSOCIATE**

**HUMPHRIES PLANNING GROUP INC.
190 Pippin Road, Suite A. Vaughan L4K 4X9
t: 905.264.7678 ext 246 f: 905.264.8073
cell: 647-970-2724**

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October 26, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Judy Mabee
To: ZZG-RegionalClerk
Subject: Input to Official Plan Amendments
Date: October 26, 2021 6:16:07 PM

There are no blasting quarries in Caledon, as are there are no policies to guide this action, especially for below the water table blasting.

Land use compatibility needs to be considered when locations for quarries are considered near sensitive receptors. Setbacks in such areas for blasting and the possibility of flyrock should be 500-1000m from sensitive receptors to reduce land use planning conflict.

Water is a significant issue for the West Caledon Aggregate Communities Group, especially when it comes to a potential quarry proposal such as the Votorantim Cimentos quarry in Cataract. Massive dewatering of surface and groundwater for extended periods of time, 50+ years cannot help but impact private and public wells as well as water quantity and quality as it is pumped out from the floor of the quarry.

Has the cumulative impact been assessed? Studies initiated years ago on the subwatershed areas remain incomplete.

Settlement area boundaries need to remain the same, no expansion.

Municipalities need to have jurisdiction to regulate the depth of aggregate extraction.

How will they strengthen their role in issuing water taking permits in the approval process?

There needs to be careful consideration of below water table extraction and proposed final after use of water bodies.

Attention must be given to cultural heritage landscapes that are negatively affected by the visual changes from aggregate extraction.

Thank you for considering these important issues for our communities

Judy Mabee
Belfountain Community Organization
West Caledon Communities Aggregate Group

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October 27, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: Ancur Joshi
To: ZZG-RegionalClerk
Subject: 2051 SABE Plan Proposal
Date: October 27, 2021 8:02:10 PM

Hi

My name is Ancur Joshi, a resident born and bred in the Peel region. I have reviewed the 2051 SABE Plan and wanted to provide some insight in it's regard. See below:

Airport Road, north of King Street, South of Castlederg Side Roding Street:

I believe this area will be an attractive catalyst for both employment and residential growth. The location is well-situated for large commercial businesses as well as residential housing. This is due to its close proximity to Humber station and already developed pockets of Caledon. The above-mentioned area is also close to the new GO Station and accessible by public transit.

Extending the boundary beyond King Street will help to promote manageable growth that would be able to sustain the professional and community expansion.

Airport Road is already prominent. The expansion would appear natural and expected. The potential increase in housing would also bode well for the economy.

Humberstation Road Area:

When this area was discussed as part of the plan, all city officials agreed that routing services through Humberstation would be a great idea. I echo this thought. Humberstation would serve as a strong backbone for future residential growth. The location relative to surrounding employment hubs would be great news for those aiming to live close to where they work.

Best wishes,

Ancur Joshi

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October 28, 2021
HPGI File: 20655

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October 28, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Regional Planning and Growth Management
100 Peel Centre Drive, Suite A
Brampton, ON
L6T 4B9

Attn: Tara Buonpensiero, Acting Manager, Policy Development
Kathryn Dewar, Principal Planner

Re: Request for inclusion of the Subject Property in a Node/Centre
Region of Peel Municipal Comprehensive Review
5171 Countryside Drive, City of Brampton – Vincent and Carlo Mastrogiuseppe

Humphries Planning Group Inc. (HPGI) represents Vincent and Carlo Mastrogiuseppe, owners of the property municipally known as 5171 Countryside Drive, City of Brampton (the 'Subject Property'). The Subject Property is located on the south side of Countryside Drive, east of Clarkway Drive. HPGI is providing comments to the Region of Peel on their Municipal Comprehensive Review (MCR). HPGI is requesting that the Subject Property be considered during Peel Region's Municipal Comprehensive Review (MCR) to be included as a "Node/Centre" within the Region's Strategic Growth Areas Schedule Z2 and that the site be shown within the Employment Area, with added Mixed-use land use permissions.



Figure 1: Aerial Photo of Subject Property

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Comments on Peel Region MCR

The Region is currently undertaking its MCR which includes a Land Needs Assessment (LNA) which outlines current and future population and employment forecasts. As it relates to population and employment growth, it is our opinion that the Region of Peel should consider including the Subject Property as within a Node/Centre in order to permit higher densities and a mix of residential and commercial/retail to accommodate future population and employment growth. The Region has several designated greenfield areas being planned with transit-supportive densities and a mix of unit types, which are designated as Strategic Growth Areas. The LNA outlines recent examples of such communities include Ninth Line, Heritage Heights, and Mayfield West Stage 2 Phase 2. The requested Node/Centre designation would allow for mixed-use permissions, but would still provide for employment uses on the Subject Property, which would contribute to increasing the number of jobs provided in the Region.

Below is an extract from Section 3.3 of the LNA, indicating that Brampton has both the most vacant land and the most underutilized land:

Land Area Totals in Hectares				
	Vacant	Vacant Low Potential	Underutilized	Total
Brampton	726.9	127.3	144.2	998.5
Caledon	282.1	0.1	30.3	312.6
Mississauga	573.7	4.6	92.2	670.5
Peel	1582.7	132.1	266.7	1981.4
Parcel Counts by Size				
	Less than 0.5 ha *	0.5 to 1 ha	1 to 5 ha	Over 5 ha
Brampton	98	26	87	59
Caledon	25	16	46	16
Mississauga	89	67	96	31
Peel	212	109	229	106
* Many small parcels are adjacent to other sites and could make a larger parcel, combined.				

Figure 2: Region of Peel - Land Areas in Region of Peel (LNA)

The LNA also indicated that: “Municipalities with a large supply of vacant DGA lands are likely to face more constraints to achieving the forecast housing mix and rate of intensification in the SGAs, in comparison to municipalities that are largely built-out.” This will be a specific issue for City of Brampton. The LNA also pointed to the need for higher density forms of residential growth in Brampton: “In Brampton, as people age, they are more likely to live with family members than move into an apartment unit on their own. This will impact demand for apartment units in Brampton in future years.” Also, according to the Residential and Civil Construction Alliance of Ontario, Brampton has been behind for the last several years in meeting their residential targets compared to what is being constructed from year to year. The LNA also concludes that the large supply of DGA land presents a potential constraint in the ability to achieving the rate of intensification in Brampton’s SGAs. By bringing the Subject Property into a SGA Node/Centre that permits

higher density mixed use development, this could assist Brampton in reaching their density targets and their residential growth targets. The LNA also pointed to the need for higher density forms of residential growth in Brampton: “In Brampton, as people age, they are more likely to live with family members than move into an apartment unit on their own. This will impact demand for apartment units in Brampton in future years.”

According to the Region of Peel’s MCR draft schedules, the Subject Property is proposed to be located within the “Draft Employment Area” as shown on Schedule Y6 – Employment Areas. Based on the discussion above, it is in our opinion that the Region should consider revising Schedule Y6 to identify the Subject Property within the Employment Area with added Mixed-Use permissions that permits a higher density mixed-use designation on the Subject Property as shown on Figure 3. The requested SGA “Node/Centre” could be added Schedule Z2, at the south-east corner of Countryside Drive and the new North-South Collector Road proposed, including the entirety of the Subject Property.

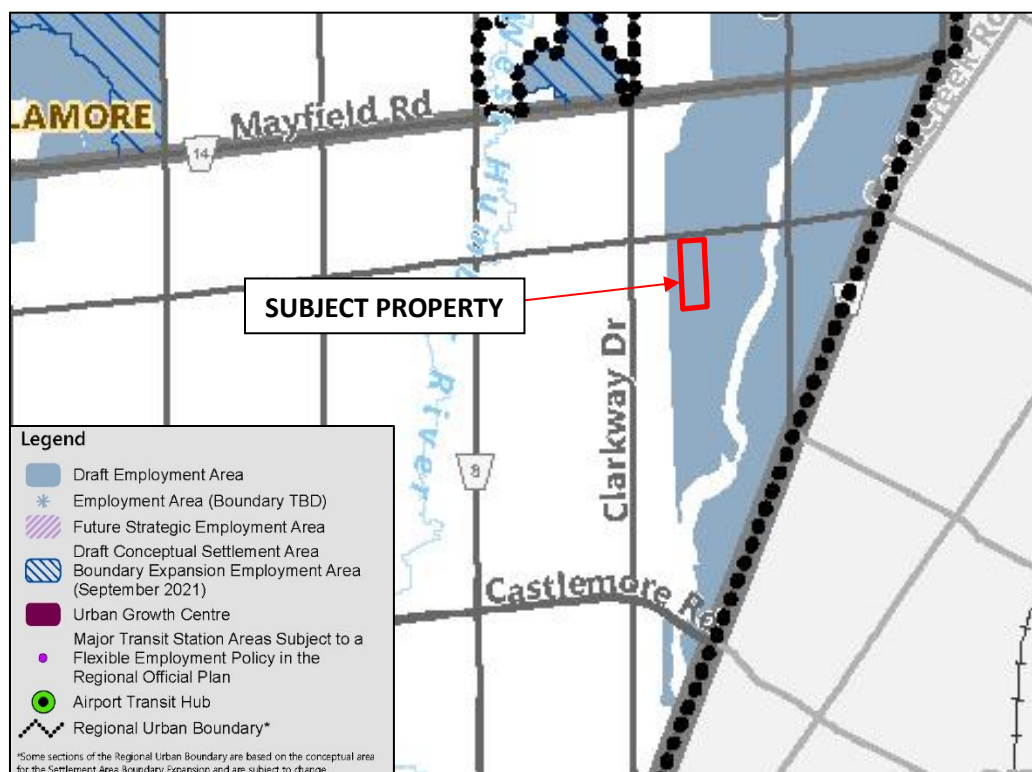


Figure 3: Region of Peel – Schedule Y6 - Employment Areas

Provincial Policy Statement (2020)

The Provincial Policy Statement (the PPS) is the guiding document providing policy direction on matters of Provincial interest related to planning and development in the Province of

Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. An amended version of the PPS came into effect on May 1, 2020, replacing the previous version dated April 30, 2014. The *Planning Act* (the “Act”) requires that all decisions that affect planning matters be consistent with policy statements issued under the Act, including the PPS.

Section 1.4 of the PPS addresses housing and contains policies which call for an appropriate range and mix of housing types and densities to be provided in order to meet the projected requirements of current and future residents. The following policies are applicable to the proposed request:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) a) establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires that municipalities plan for an appropriate range and mix of land uses throughout the Province. The PPS supports intensification, infill and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services are available.

Including the Subject Property within a Node/Centre SGA and permitting dense mixed use land use permissions on the Subject Property would expand housing options and choices

for future residents and aging residents. The requested mixed-use designation would still provide for employment uses on the Subject Property, which would contribute to increasing the number of jobs provided in the Region. It would also assist in diversifying the existing supply and stock of housing options in the area, and in doing so, improve equity, affordability, the environment and local quality of life. As such, the request is consistent with these policies of the PPS, as it would provide an increase in the mix and supply of housing.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

While the Provincial Policy Statement provides overall policy direction related to matters of provincial interest, the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides strategic guidance for the growth and development of communities within the Greater Golden Horseshoe (“GGH”). The Growth Plan was released by the Province in 2006, however, it was recently updated in 2019 and further amended in 2020. The new Growth Plan builds upon the previous version of the Growth Plan and provides enhanced policy direction to guide development in the Golden Horseshoe to the year 2051. All decisions made on or after May 16, 2019, with respect to any planning matter for lands within the Growth Plan area are required to comply with policies of the Growth Plan (2019) and Amendment 1 (2020).

Section 2.2.6 of the Growth Plan provides policies relative to the diversification of housing types and tenures and dictates that a greater variety of appropriate residential uses will be supported to accommodate the growth forecasts. Municipalities will promote a range and mix of residential uses by:

Section 2.2.6

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*

- b. *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
 - c. *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
 - d. *address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and*
 - e. *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*
3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

The request would help to increase residential housing options and densities within the settlement area. As such, this would contribute to the diversification of available housing stock by providing more housing options and housing choices to accommodate all ages, families and incomes and conforms to the growth plan and will accommodate population growth in Peel Region.

The Growth Plan promotes redevelopment through intensification generally throughout built-up areas and specifically recognizes the need for more efficient utilization of lands, compact built form and supports the principle of higher densities in appropriate areas where infrastructure and transportation infrastructure exist and can be optimized. Based on Peel Region’s recently prepare LNA, the City of Brampton has the most vacant and underutilized land areas in Peel Region. With the inclusion of a Node/Centre SGA and permitting mixed-use land uses, the Subject Property and the lands in the surrounding areas can contribute to utilizing the existing vacant and underutilized parcels to accommodate future population and employment growth targets as indicated in the Region’s LNA.

City of Brampton Official Plan

According to Schedule ‘A’ of the City of Brampton in force and effect Official Plan, the Subject Property is currently designated as “Industrial”, refer to Figure 2. Furthermore, the Subject Property is located within the Highway 427 Industrial Secondary Plan and is further designated as “Prestige Industrial” per Schedule SP47(a), refer to Figure 3.

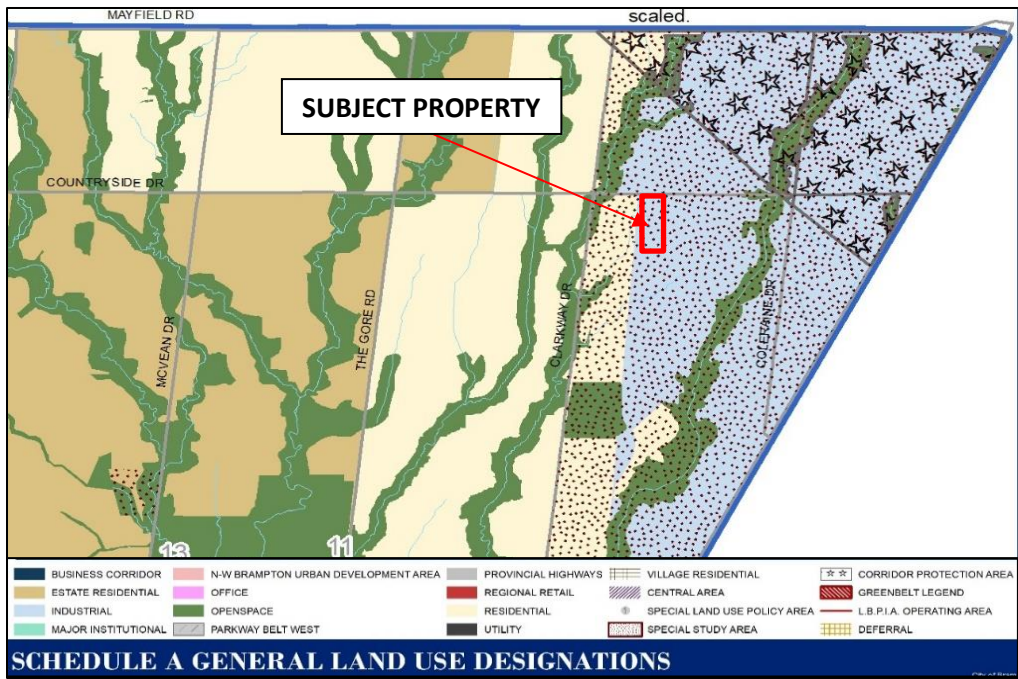


Figure 2: City of Brampton – Schedule A – Land Use Map

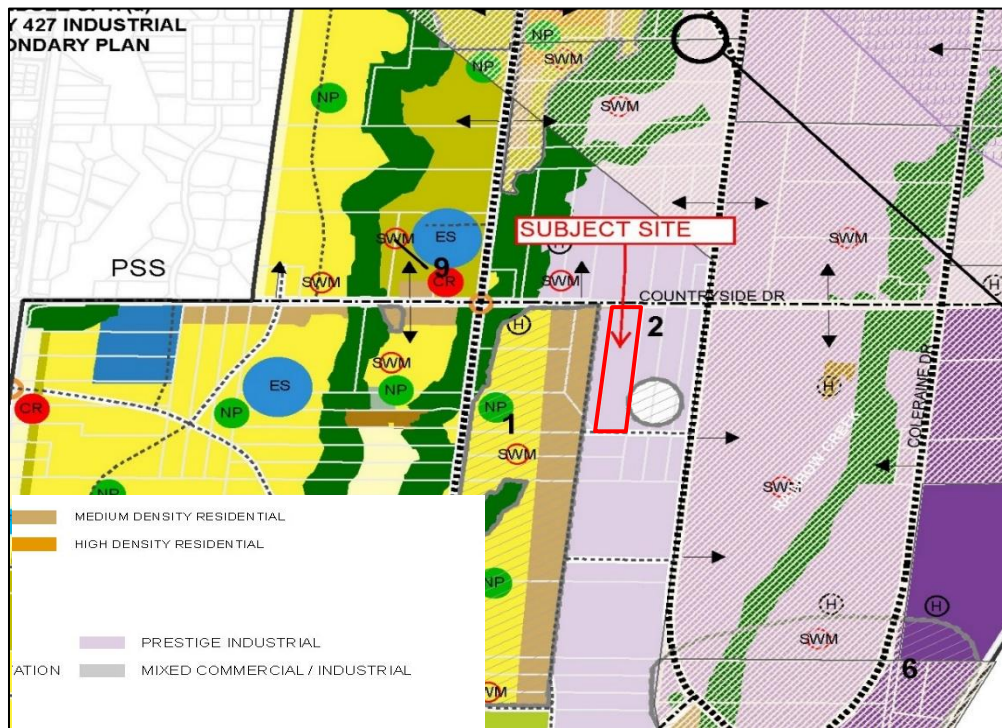


Figure 3: SP47(a)- Highway 427 Industrial Secondary Plan

Pursuant to Section 5.2.7.1 of the Secondary Plan, lands designated Prestige Industrial on Schedule SP47(a), shall permit the range of industrial uses that are enclosed fully within buildings. Outdoor storage is not permitted in Prestige Industrial. In addition, other uses such as offices, hotels, conference/convention centers, and accessory retail are permitted.

The Subject Property has existing frontage on an Arterial Road, Countryside Drive and proposed frontage on a future Collector Road to the south. Also, there is a proposed Collector Road to the west, located half way through the neighbouring property. In addition, the south eastern edge of the site is identified as a Primary Gateway. Both Clarkway Drive and the proposed Major Collector Road to the east of the Subject Property are identified as Secondary Transit Corridors in Schedule C – Transit Network of the City of Brampton Official Plan and Countryside Drive is identified as a Secondary Transit Corridor, west of The Gore Road and a Primary Transit Corridor further west of that (Figure 4). The inclusion of the Subject Property within a SGA Node/Centre, at the south-east corner of Countryside Drive and the new North-South Collector Road proposed to the west of the Subject Property would allow the Subject Property to be developed with mixed use transit supportive densities that can make use and take advantage of the existing and planned transportation and transit infrastructure in the area.

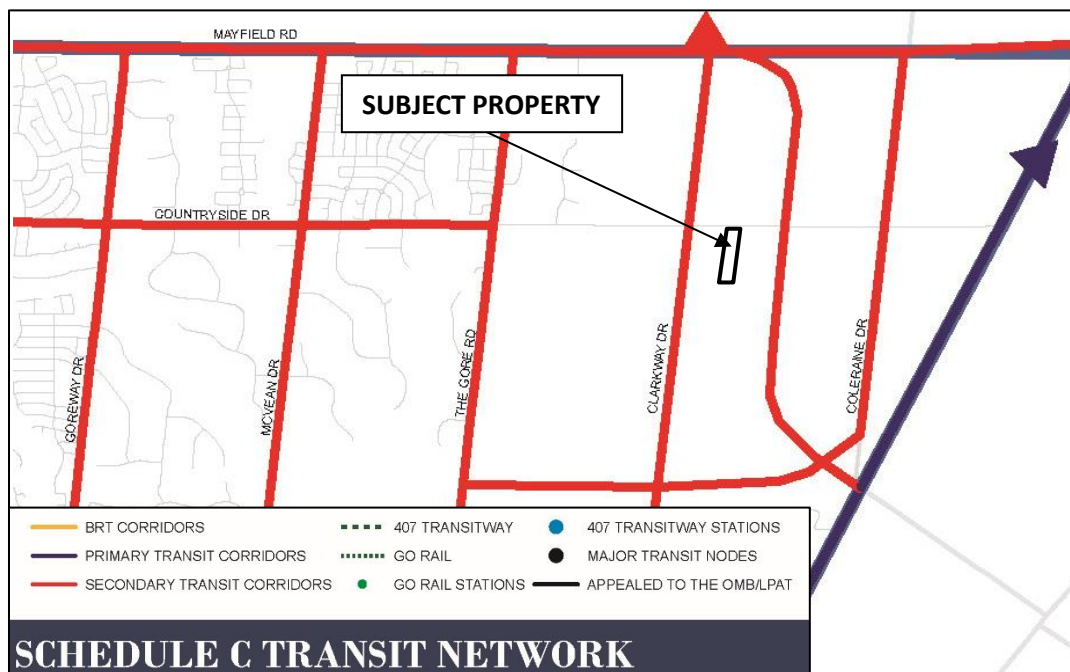


Figure 4: City of Brampton - Schedule C – Transit Network

The proposed inclusion of the Subject Property into a Node/Centre SGA would help to permit mix-use development that will support a more efficient land use pattern and will

provide a greater range and mix of dwelling units which will contribute to the availability of a variety of housing options in the community in order to meet the current and future needs of City, while still providing for employment uses. The City of Brampton is forecasted to account for the majority of population growth in Peel Region to 2051. Strong population growth will increase demand for housing in general, a portion of which will need to be accommodated in SGAs.

According to the LNA, the large supply of Designated Greenfield Areas (DGA) land presents a potential constraint to achieving the rate of intensification in Brampton's SGAs in the early part of the forecast horizon. Municipalities with a large supply of vacant DGA lands are likely to face more constraints to achieving forecast housing mix and rate of intensification in the SGAs, in comparison to municipalities that are largely built-out. Therefore, including the Subject Property within a Node/Centre SGA to permit mixed-use land uses provides the opportunity for implementing a mix of housing that is more affordable and at the rate of intensification as required by the Province.

Conclusion

Based on the above, our primary conclusion is that the Subject Property is well positioned to be considered to be included within a Node/Centre Strategic Growth Area as shown on Schedule Z2 in order to allow for permissions for denser mixed-uses during Peel Region's Municipal Comprehensive Review (MCR). The above noted analysis of the Provincial Plans and local use policies, as well as the Region's Land Needs Assessment outlines how, the Subject Property is a primary location for the accommodation of future growth, including dense forms of mixed-use development.

If you have any questions or concerns, please contact the undersigned at ext. 246.

Yours truly,

HUMPHRIES PLANNING GROUP INC.



Mark McConville, MCIP, RPP, M.Sc.PI
Associate

cc. Vincent and Carlo Mastrogiuseppe

RECEIVED

October 28, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: [Balkaran Dhillon](#)
To: [ZZG-RegionalClerk](#); [ZZG-Planpeel](#)
Cc: [Planning](#)
Subject: Peel 2051 Public Consultation
Date: October 28, 2021 5:42:41 PM

Hi,

My name is Jass Dhillon, I lived in Caledon since 2009. I have looked over the 2051 SABE Plan and requested to add following comments:

Sandhill Area:

The land was proposed as a future reserve for employment areas (North of Healey, south of King and West of Innislake road, and East of Torbram road). This land in my opinion is suitable for employment purposes. There is huge shortage of outside storage in this area, we noticed, there is not enough land for outside storage, transportation and other employment activities. This area is suitable for employment and accommodate future growth of Town of Caledon and Region of Peel. This area is connected with three major regional road (May Field Rd, Airport Road and King Road), those all are connected with major highways.

My suggestion this area is suitable for outside storage, and logistics/transportation/warehousing/factory purposes. The roads in this area can handle the increased traffic and facilitate the movement of goods and services. It will help to reduce the congestion of highways because we all go south in the morning and north in the evening, it will help to spread the traffic in both ways and reduce over all congestion and better growth planning.

Humberstation Road area:

I was able to attend a few meetings when this area was discussed in regards to the plan and services. All city officials agreed as do I that routing the services through Humberstaion is a good idea as it will serve as a good backbone for future residential development of the area. The location relative to the Employment area and the Bolton corridor is great for people to live close to where they work. I suggested north of Healey should be residential and south of Healey could be either employment or residentials, depend upon the planning.

Area North of King St- WhiteBelt

I noticed there is a gap along the Airport road corridor north of King Street, south of Castleberg Side Road. In my opinion, this area that abuts the Greenbelt is being neglected in this plan. Leaving such a small portion of whitebelt does not seem feasible in terms of future development. There is a

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tremendous opportunity to save future Municipal time and expense if this pocket was incorporated into this plan. Similar to the comments for Sandhill, this area is ideally situated to be part of the growth plan today and would be a strong catalyst for employment growth for the entire region. This extra space would be a great attraction for large businesses to relocate close to future housing.

It is strategically located close to the new GO station and public transit and close to a major GTA thoroughfare in Airport Rd. By extending the boundary beyond King St it would be a positive step for the township by freeing up a larger and more manageable growth area to attract medium to large employers to the region to support the population growth expected for the area. Right now the land in this area is very fragmented in terms of ownership which will only increase if not developed resulting in higher acquisition costs for future potential employers. Any growth in this area besides creating much-needed employment opportunities would also add much-needed revenue to the township through land transfer, development fees, and an increased corporate tax base. Freeing up this space would make the area much more attractive for such growth.

Regards,

Jass

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November 1, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: [jessica.johal](#)
To: [ZZG-RegionalClerk](#)
Subject: 2051 SABE PLAN
Date: October 30, 2021 11:32:11 AM

Hello,

My name is Jessica Johal and I am a resident of the Peel region. I have reviewed the 2051 SABE Plan and would like to submit an additional comment, outlined below:

Airport Road North of King Street, south of Castlederg Side Road:

I believe this area is ideally situated to be a beneficial part of the current growth plan. It would be a strong opportunity for employment and residential growth for the entire region. This extra space would be a great attraction for large businesses and future housing developments (close source of workers from Humber Station and already developed residential pockets of Caledon). It is strategically located close to the new GO station and public transit and close to a major GTA thoroughfare in Airport Rd. By extending the boundary beyond King St it would be a positive step for the township by freeing up a larger and more manageable growth area to attract medium to large employers to the region to support the population growth expected for the area. Any growth in this area will really help residents of Peel create much-needed employment opportunities and residential needs. Adding this area into the plan would make the area much more attractive for such growth. Its the main road and can handle the traffic and it will help the people in Peel and those who want to move to the Peel region. Additionally, in lieu of the increased demand for housing as well as increased pricing of housing, this opportunity will help people find housing in the region and provide opportunities for work.

Regards.
Jessica Johal

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November 2, 2021

Chair Iannicca and Members of Council
Region of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

Dear Chair Iannicca and Members of Council

Re: Peel 2051 Official Plan Review and Municipal Comprehensive Review – Designation of Certain Properties Owned by SmartCentres as Employment Areas as Identified in the Draft Regional Official Plan Policies and Mapping

We are representing SmartCentres REIT with regard to certain properties located within the City of Mississauga, including 3155 Argentia Road, 1100 Burnhamthorpe Road West, and 780 Burnhamthorpe Road West. These landholdings amount to approximately 21.6 hectares (53.4 acres).

All three of these properties (the “Subject lands”) are within a Draft Employment Area as identified on the Region’s Draft Employment Areas Schedule Y6, dated September 2021. Residential uses are currently prohibited on the Subject lands and their inclusion on the Draft Employment Areas Schedule Y6 has the effect of maintaining this prohibition. **We are requesting that the Subject lands be removed from the Draft Employment Areas Schedule Y6** to enable a site-specific amendment to the City of Mississauga Official Plan to permit higher-density, mixed-use, transit-supportive development. Such development of the Subject lands will serve to implement the policies of the Draft Regional Official Plan, particularly policies on growth management, intensification, transportation, housing and climate change. We have met with staff at both the Region and City of Mississauga to have preliminary discussions regarding the Subject lands and will continue to engage with staff, including through the submission of a formal employment land conversion request to Regional staff.

We have provided below a brief description of the Subject lands and the key findings of our analysis that have informed our opinion that the conversion of these lands to permit a fuller range of uses, including residential uses, is both appropriate and desirable and constitutes good planning.

The Subject lands are all large sites, ranging in size from 4.4 hectares to 12.6 hectares. They are currently occupied by retail and service uses in low-scale, auto-oriented buildings with significant surface parking. The Subject lands are all close to existing GO stations on the Milton GO rail corridor; 3155 Argentia Road is within walking distance of the Lisgar GO Station, 1100

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Burnhamthorpe Road West is within walking distance of the Erindale GO Station, and 780 Burnhamthorpe Road West is a 5-minute bus ride from Erindale GO Station and in close proximity to Square One / Downtown Mississauga.

The current organization of uses on the Subject lands is inefficient and auto oriented, and the retail and commercial uses are under performing and represent an underutilization of land given the Subject lands' relationship to the Region's proposed Strategic Growth Areas, the City of Mississauga's Urban System, and proximity to higher order transit infrastructure.

IBI Group has prepared preliminary development concepts for the Subject lands that demonstrate the potential for transit-oriented intensification of the Subject lands. The preliminary development concepts consider a broad mix of uses to support a transit-oriented complete community including residential uses, replacement of the retail space that exists on the site today, the introduction of office uses and other employment uses, new parks and open spaces and community uses.

We have conducted an analysis of the Subject lands relative to the Region's criteria for considering employment land conversions, as informed by the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, in-force Regional Official Plan, Draft Regional Official Plan, and in-force City of Mississauga Official Plan. We are of the opinion that conversion of the Subject lands to permit a fuller range of uses, including residential, is appropriate and desirable and represents good planning, as summarized by the chart and details below.

	Are the lands underutilized?	In a Strategic Growth Area?	Is there a need for the conversion?	Are the lands required for employment purposes?
3155 Argentinia Road (12.6 ha)	Y	Y	Y	N
1100 Burnhamthorpe Road West (4.6 ha)	Y	Y	Y	N
780 Burnhamthorpe Road West (4.4 ha)	Y	N	Y	N

	Maintain sufficient employment land if removed?	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	Are there any cross-jurisdictional issues?
3155 Argentia Road (12.6 ha)	Y	N	Y	N
1100 Burnhamthorpe Road West (4.6 ha)	Y	N	Y	N
780 Burnhamthorpe Road West (4.4 ha)	Y	N	Y	N

The lands are underutilized

The Subject lands are currently occupied by low-scale retail uses with significant surface parking. Given the Subject lands' proximity to higher order transit, relationship within Strategic Growth Areas, and position at the edge of Employment Areas, there is an opportunity to provide for a fuller mix of uses at higher densities in a more compact and active transportation-oriented built form. This would support transit investments while accommodating the Region's employment and residential growth targets.

The lands are within or in close proximity to Strategic Growth Areas

3155 Argentia Road is within the Lisgar GO Planned MTSA identified on the Draft Major Transit Station Areas Schedule Y7. 1100 Burnhamthorpe Road West is within the Erindale GO Planned MTSA. 780 Burnhamthorpe Road is in close proximity to the Erindale GO Planned MTSA and the Downtown Mississauga Urban Growth Centre. Conversion of the Subject lands to permit non-employment uses will enable redevelopment with a mix of uses that will achieve transit-supportive densities that will support higher-order transit within these Strategic Growth Areas.

There is an identified need for the conversion

A conversion to permit non-employment uses will optimize the potential of the lands near transit investment, providing opportunities to direct growth, a broader mix of uses, and higher densities in a more compact and active transportation-oriented built form.

Mixed-use intensification of the Subject lands will contribute to achieving the Region's growth and intensification targets, which are predicated on a significant shift towards medium and high density housing types and Transit-Oriented Development.

Permitting higher density residential uses on the Subject lands will contribute to a fuller range and mix of housing options and a more complete community. The provision of a full range and mix of housing options cannot be provided in the existing residential areas proximate to the Subject lands as they are predominated by single and semi-detached housing and feature limited opportunities for intensification.

Redevelopment of the Subject lands from low density, single use and an auto-oriented form to higher density, mixed-use and a pedestrian-oriented form will contribute to climate change mitigation. It will contribute to a mode shift away from private automobiles and towards active transportation and transit, reducing greenhouse gas emissions.

The lands are not required over the horizon of the Growth Plan for employment purposes

Maintaining the Subject lands for employment purposes may lead to a decline in the number of jobs provided. While the Subject lands include several large-format retail buildings, there has been an overall contraction in the retail market over the last decade that has seen a reduction in retail demand for brick-and-mortar space. There are a number of contextual considerations that make redevelopment of the Subject lands with Employment Land Employment (ELE), such as manufacturing, warehousing and logistics uses unlikely. Even if the Subject land were redeveloped with ELE uses, such uses would likely lead to fewer jobs than are provided today given the low and decreasing employment densities of these uses.

Redevelopment of the Subject lands with a full mix of uses will maintain if not expand the number of jobs provided. Higher density, mixed-use redevelopment of the Subject lands with reinvigorated retail and service uses and new public realm amenity, in combination with good access to existing and planned higher-order transit will provide the location characteristics that are favourable to support the demand for new office development and other higher-density employment uses.

The municipality will maintain sufficient employment lands to accommodate forecasted employment growth

There are sufficient lands within the Region and the City of Mississauga to accommodate forecasted employment growth to 2051. There are extensive vacant and underutilized lands that can accommodate a significant portion of forecasted employment growth and

Employment Land Employment growth specifically. The Subject lands will continue to provide an employment base, with the introduction of residential uses enabling a like-for-like replacement of employment jobs and potential expansion of employment through new uses such as office and other higher-density employment uses.

The proposed uses would not adversely affect the overall viability of the employment area

There is a low potential for land use compatibility issues. The majority of the lands within the vicinity of the Subject lands do not permit ELE uses, are unlikely to be redeveloped with ELE uses, are unlikely to be redeveloped with major facilities in the case of existing ELE uses, or are located beyond the minimum separation distance recommended by the Province. Further, given the size of the Subject lands, there are opportunities for on-site buffering or other mitigation measures should compatibility issues be identified upon a subsequent more detailed analysis.

Redevelopment of the Subject lands with a broad mix of uses will make the surrounding employment area more attractive and vibrant. Redevelopment of the Subject lands with a higher density mix of uses can help spur redevelopment of adjacent lands with higher density employment uses, including office.

There is sufficient existing and planned infrastructure and public service facilities to support the conversion

There is sufficient transit infrastructure to support mixed-use redevelopment. Conversion of the Subject lands to permit non-employment uses is supported by the availability of significant existing higher-order and local transit services within close proximity to the Subject lands.

There are a number of community services and facilities in the vicinity of the Subject lands to support the requested conversion. There is a broad mix of community services, facilities and amenities within walking, cycling and short transit trip distance of the Subject lands which serve the existing community, and would be available to residents of a future residents living on the Subject Lands.

There are no cross-jurisdictional issues relevant to the conversion request

There are no known cross-jurisdictional issues that are relevant to the proposed conversion. The Subject Lands are wholly within the boundaries of Peel Region and the City of Mississauga, and there are no jurisdictional policies, regulations, ownerships, or easements of significance to this conversion request.

Based on the foregoing, and as will be detailed in formal employment land conversion requests that will be submitted to Regional staff, it is our opinion that this conversion request represents good planning. It is consistent with and conforms to the in-force and emerging policies and criteria related to employment land conversion in Policies 1.3.2.4 of the PPS, 2.2.5.9 of the Growth Plan, 5.6.2.8 of the in-force Regional Official Plan, 5.8.30 of the Draft Regional Official Plan, and 10.1.4 of the Mississauga Official Plan. Furthermore, conversion of the Subject lands will enable higher-density mixed-use development that will implement the policies of the Draft Regional Official Plan, particularly policies on growth management, intensification, transportation, housing and climate change.

We look forward to continued dialogue on this matter. If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,
URBAN STRATEGIES INC.

A handwritten signature in black ink, appearing to read 'C. Fang-Denissov', written in a cursive style.

Christine Fang-Denissov, MCIP, RPP, MRAIC
Principal

Cc: James Daniel, Development Manager, SmartCentres REIT

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November 2, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Attention; The Mayors, Councillors, and Chairperson of The Region of Peel
10 Peel Centre Drive, Suite A and B
Brampton, ON. L6T 4B9.
Region of Peel Public Meeting Municipal Comprehensive Review
November 4th, 2021

RE: STAFF PRESENTATIONS

5.1

[Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review](#)

Providing Comments on the Peel 2051 Settlement Area Boundary Expansion and Land Needs Assessment Report

The Region of Peel received a copy on August 13th from the Minister of Transport Carolyn Mulroneu which states that it is uncertain that there will be a GO TRAIN In Caledon at any time in the next 30 years. Ministerial Zoning Orders are being handed out to municipalities across the GTA for sprawling developments and the public is being told that it's because these developments will be serviced by transit. But Caledon Station is yet another development on Greenfields that will not be serviced by the province and so will be yet another financial burden to the Region of Peel. Why are we planning like we are getting a GO Train? We are not.

If developments like the Caledon Station subdivision, the massive Amazon warehouse that was just fast tracked through a request by the proponent for an MZO, as well as the Sandhill Industrial lands, are approved through the MCR, we will not make a dent in our Climate targets, and we will not be building complete communities. We will have more subdivisions surrounded by trucking hubs and warehousing.

The analysis being put forward by Caledon staff and councillors on the GTAW 413 is that regional roads will cost more. This is not representing the public interest nor is it proven to be factual. To say road infrastructure will cost 6 million so it's the preferred option ignores the estimated 10–20-Billion-dollar cost of the highway, the devastating environmental cost and the long-term health impacts that have yet to be studied by either MTO, Aecom or WSP. I attended both Community Value Plan meetings and all the Public Information meetings for the 413 -the studies for air and noise impacts of the GTAW have not been done.

For residents who live near the pits and quarries that will extract and transport all the gravel required, who have already suffered through a \$45,000.00 tribunal at LPAT, who are on private wells, approving more trucking and sprawl will be yet another assault on West Caledon which is still despite the onslaught of development, a UNESCO World Biosphere.

Furthermore, there are schools in Caledon near the proposed route in the designated study area. Has anyone at MTO, Aecom, WSP, the Town of Caledon or the Region of Peel, addressed the impacts to those students?

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Further I have not seen ANY documentation that the public supports the 413 in Caledon.

Finally, Caledon staff do NOT represent the public interest.

I respectfully request that the Region of Peel:

(1) Direct staff to prepare an alternative plan which would accommodate the entire demand for housing within the existing settlement area.

AND

(2) Direct staff to prepare a set of draft zoning and OP amendments, including as of right semi-detached homes on any currently single family dwelling lot and any which would bring existing neighborhoods up to densities and mixes of uses that would bring active transportation modal share above 60% - at minimum 90 people & jobs per hectare.

Committee members please consider the voice of the **Residents** of Caledon today and the GUIDING PRINCIPLES OF THE GROWTH PLAN.

Thank you,

Jenni Le Forestier

Resident of Caledon



**WESTON
CONSULTING**

planning + urban design

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November 3, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Region of Peel
Planning and Growth Management Committee
10 Peel Centre Drive
Brampton, ON L6T 4B9

November 3, 2021
File 10208

Submitted via email to the Regional Clerk

**RE: Peel 2051 Official Plan Review and
Municipal Comprehensive Review
Statutory Public Meeting**

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Weston Consulting is the planning consultant representing Tullamore Industrial Limited Partnership, the registered owners of the lands generally located within the block west of Airport Road, north of Mayfield Road, and bordering both east and west of Torbram Road in the Town of Caledon, herein referred to as the subject lands. This letter is being submitted in consideration of the statutory public consultation for the Peel 2051 Regional Official Plan Review (OPR) and Municipal Comprehensive Review (MCR).

On July 20, 2021, applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision were filed with the Town of Caledon to permit the development of approximately 458,475.2 square metres of industrial/warehouse/distribution space contained within 12 buildings that will provide significant employment opportunities within the Town of Caledon. A Notice of Complete Application was received on September 15, 2021. We anticipate a Statutory Public Meeting to be scheduled within weeks.



Figure 1: Air Photo

The subject lands are within the proposed Settlement Area Boundary Expansion of the Peel 2051 Official Plan Review. The subject lands have been generally identified within the employment area mapping as Settlement Area Boundary Expansion Employment Area as identified in Figure 2 below.

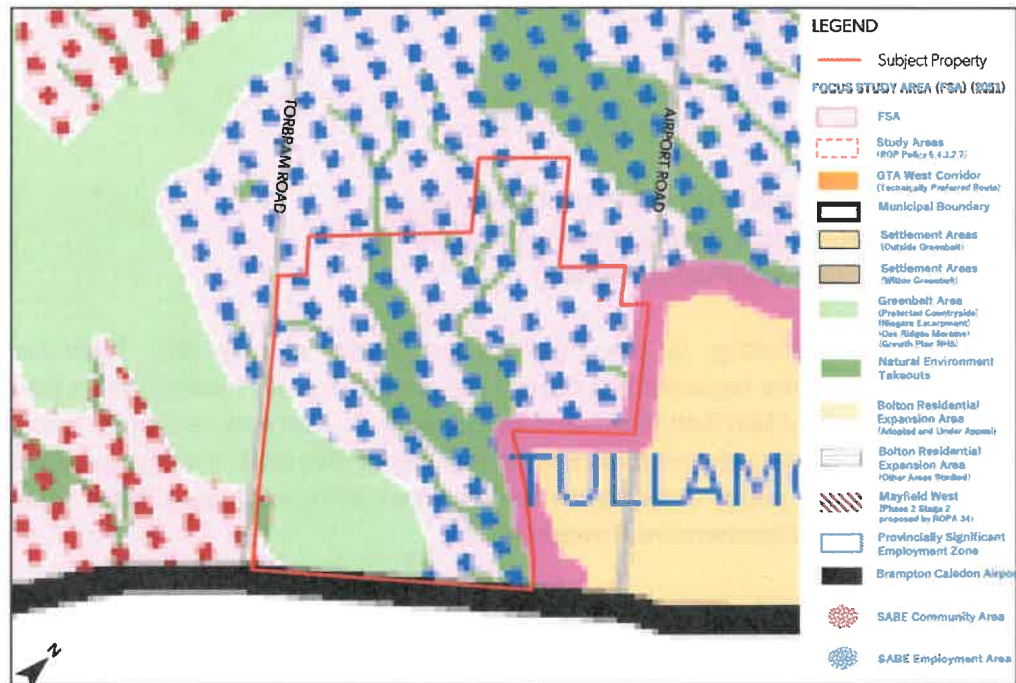


Figure 2: Future Strategic Employment area mapping

The Region's background studies completed to date to inform the OPR process have demonstrated that Urban Boundary Expansion is required in order to meet the Region's long-term intensification and growth targets. The Focus Study Areas (FSA) identified by the Region contain two urban settlement areas, Bolton and Mayfield West, and several other smaller settlement areas, including the Tullamore Settlement Area located immediately east of the subject lands. The Tullamore Settlement Area is an existing Industrial and Commercial centre and presents a logical and appropriate opportunity for expansion to the surrounding area.

The subject lands represent an opportunity to optimize underutilized agricultural lands and provide for long-term employment and economic growth within the Region. A report by Hemson Consulting dated December 10, 2020, characterizes the farm properties in this area as highly fragmented and less suited for long-term protection as agricultural uses. Furthermore, a Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineering and demonstrates that the subject lands can be readily serviced. A Comprehensive Environmental Impact Study and Management Plan prepared by GEI Consulting has found that adequate buffering and mitigation measures have been provided to protect and enhance the natural heritage features of the site. Finally, it should be noted that the subject lands have been staked by the Toronto Region Conservation Authority (TRCA) to determine the developable limits of the site and no issues or concerns have been raised.

Finally, a Fiscal Impact Memo by Urbanmetrics underscores the immense benefits of the subject lands for employment uses, including:

- Approximately \$ 113 million in Development Charges;
- Planning Application Fees in the order of \$ 5.2 million dollars;
- \$9.5 to \$10 million in annual property tax revenue;
- ± \$795 million in total GDP value-added to the Canadian economy;
- ± 5,900 direct, indirect and induced full-time equivalent employment (“FTE”) positions across Canada associated with the construction, planning and design of the development, with approximately 5,500 of those FTE positions located directly within Peel Region; and,
- ± \$306 million in government revenues across Canada.

Provincial policy requires planning authorities to make land available for employment growth to meet projected growth targets. It has been established, through the MCR, that Caledon has a deficiency of Employment Lands to meet the projected growth targets. The subject lands are considered “employment ready” in that they support achievement of a balance of employment and residential growth contemplated in provincial and regional policy. In other words, the subject lands will contribute to Town and Regional employment growth targets without undermining residential land need or growth targets.

We fully support the Region’s efforts and recommendations and look forward to bringing long sought-after employment lands to the Town of Caledon and the Region of Peel. We respectfully reserve the right to provide additional comments throughout this process, and as more information becomes available. Should you have any questions, or require any additional information, please contact the undersigned at extension 241.

Yours truly,

Weston Consulting

Per:

Ryan Guetter, BES, MCIP, RPP
Executive Vice President

c. Tullamore Industrial Limited Partnership
Ed Sajecki, Town of Caledon
Mayor Allan Thompson



November 3, 2021

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November 3, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Attention: Adrian Smith, RPP
Director and Chief Planner, Regional Planning and Growth Management

Re: Peel 2051 Official Plan Review – Draft MCR ROPA

On behalf of Rogers Communications Inc. (Rogers), I am pleased to submit this letter with respect to the Peel 2051 Official Plan Review and Draft MCR ROPA. Rogers owns a 62-acre parcel at 8200 Dixie Road between Orenda Road and Clark Boulevard, just east of West Drive (the Subject Lands).

In July 2021, Rogers submitted a request for conversion from *Employment* to *Mixed Commercial-Residential* for a portion of the Subject Lands. The facilities on the Dixie Road site no longer meet the needs of Rogers or its employees. While the building has been adapted for office use, it does not meet contemporary office standards and the location has very little opportunity for commuting by transit and connecting to key technology hubs such as Waterloo and Downtown Toronto.

Rogers' goal is to allow for future mixed residential/commercial uses (approximately 25 acres) that would provide greater land use interface to the adjacent residential neighbourhoods along Dixie Road, while protecting and allowing for reinvestment in new employment facilities on majority of the property. We believe that allowing for a mix of residential and commercial uses, as well as new public parkland, along Dixie Road, will:

- 1) allow for a more pedestrian friendly streetscape,
- 2) support the vitality of surrounding residential neighbourhoods, and
- 3) offer increased amenity for residents and workers in the area.

As of October 2021, the 8200 Dixie Road property has been identified by Peel planning staff as a site under review as part of the Peel Region's Municipal Comprehensive Review (MCR). We sincerely appreciate your consideration of our request, as well as the time and consideration of staff.

To date, we have had highly productive and collaborative discussions with Peel Region and City of Brampton staff. We are grateful for their thoughtful consideration of our proposal. We continue to work toward achieving the needs of all parties in determining the future of the Subject Lands.

We believe that the redevelopment of the Subject Lands for mixed-use residential development along Dixie Road will support the City's 2040 Vision for more urbanized neighbourhoods and make better use of an underutilized and outdated site. We are also cognizant of the need to protect for a range of employment opportunities and ensure sufficient employment land supply to meet the Region's future growth targets.

When the final recommendations of the MCR come forward in 2022, we hope that Peel Region will support conversion of a portion of the Subject Lands. Toward that end, we will continue to work with staff from both Peel Region and City of Brampton through the MCR process.

Thank you again for your consideration.

John Mallovy
Vice President, Corporate Real Estate
One Mount Pleasant Road
Toronto, Ontario M4Y 2Y5

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November 3, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

November 3, 2021

BY EXPRESS MAIL & BY EMAIL: planpeel@peelregion.ca.

The Regional Municipality of Peel
10 Peel Centre Drive, Suite A, 6th Floor
Brampton, Ontario
L6T 4B9

REFERRAL TO _____
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RECEIPT RECOMMENDED

Attn: Ms. Virpal Kataure, Principal Planner, Regional Planning and Growth Management

**RE: Peel 2051 Regional Official Plan - Municipal Comprehensive Review
'O' Heart Lake Road – PIN No. 142250016
Pt. Lt. 17, CON. 3 East of Hurontario St., PART 1, 2 & 3, Plan 43R-17849
City of Brampton, Region of Peel**

We are registered professional planning consultants retained by La Ferme H&S Limited Partnership, a stakeholder in the Peel 2051 and the Region's Municipal Comprehensive Review ('MCR') program, regarding the above captioned property (herein referred to as the 'subject property'). Further, please note our client has also engaged legal counsel with respect to this matter with additional comments to follow prior to November 30, 2021.

1.0 REGION'S RESPONSE TO OUR JUNE 29, 2021 CORRESPONDENCE PER PEEL 2051

Our June 29, 2021 correspondence to the Region essentially requested a modification to the draft 'Employment Areas' Schedule Y6, in order to reference more of the subject property as 'Employment Areas', consistent with the approved Secondary Plan.

The Region's Comment Table provided the following response per item OP-21-199:

"Regional Staff reviewed the discrepancy with Staff at the City of Brampton and TRCA. Both the Regional Employment Area Layer and the Brampton Official Plan Schedule A will be remaining the same at this time, as previous development application activity on the site did not result in a concluded or approved EIS. A site investigation would be required to complete an assessment of the natural heritage and hazard features and to establish appropriate limits of the development in any further application."



1.1 PEEL 2051 CONTEXT & ISSUE

The City of Brampton's approved public planning policies sets out clear requirements supporting the future development of the subject property for predominately 'Employment Uses' per an approved Secondary Plan. This Secondary Plan was prepared and approved under the planning framework or hierarchy as established by the Province and Region, as overseen by the Provincial Policy Statement ('PPS') and Growth Plan, 2020.

The foregoing regional response fails to provide my client with the certainty and clarity required based on the hierarchical framework of our provincial public planning policies.

In support of this position, please note Pre-Consultation Development Applications ('PAC') were filed and processed by the City of Brampton (Files PRE-2021-005 and PRE-2021-0012) in February 2021. The PAC process confirms that a Zoning By-law Amendment ('ZBA') and Site Plan Review (or Site Plan Approval – 'SPA') are required to support the future development of the subject property for 'Employment Uses'.

Further, the PAC process sets out the required supporting documents required to assist in the processing of the ZBA and SPA, inclusive of an Environmental Impact Statement ('EIS').

An approved Secondary Plan provides 'Reliability', 'Predictability', 'Fairness' and 'Efficiency', while preserving 'Local Autonomy' in the planning process. In this case, the City of Brampton's approved 'Countryside Villages Secondary Plan', wherein the subject property is located, implements the City's Official Plan, by providing more refined policies and plans for 'Employment Areas', among other uses.

Peel 2051 ought not undermine already approved and more refined land use planning that exists for any property, directly or indirectly, particularly where congruence or conformity of planning policies and Schedules are ultimately required by the local municipality.

As the subject property is not appropriately described as 'Employment Areas' per the Peel 2051 'Employment Areas Schedule Y6', it would be anticipated that a privately initiated Regional Official Plan Amendment application would need to be successfully filed and processed in the future, even though the approved Secondary Plan identifies the subject property predominately for 'Employment Uses'.

This issue is reinforced by the 'Legend' in the Peel 2051 Schedules (i.e. 'Employment Areas Schedule Y6') which reads;

"This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal Official Plans."

By default, any change to a Peel 2051 Schedule, such as Y6, would require an amendment to the Region of Peel Official Plan. This is further reinforced by the proposed Peel 2051 policy which reads:

"5.8.15 Require the local municipalities to delineate Employment Areas in accordance with Schedule Y6 of the Regional Official Plan.

5.8.25 Protect and support Employment Areas as identified on Schedule Y6 of the Regional Official Plan for employment uses."

Therefore, should a property owner propose to develop their property for 'Employment Uses' where it is not prescribed by the approved Peel 2051 'Employment Areas Schedule Y6', it appears that it would be necessary to apply to the Region to successfully process a privately initiated Regional Official Plan Amendment ('ROPA'). Currently a ROPA application fee is in excess of \$21,000, notwithstanding, fees associated with supporting studies and the processing incurred, with no guarantee of regional and/or Ontario Land Tribunal approval. As well, a ROPA may trigger a further local level Official Plan Amendment, notwithstanding that there is an already approved Secondary Plan in place today.

Of interest, the 'Legend' in the Peel 2051 Figures typically reads, *"Figures... are for illustrative purpose only. Changes may be made periodically to this Figure without requiring an amendment to the Region of Peel Official Plan."*

1.2 PEEL 2051 CONTEXT – GROWTH PLAN 2020 & EMPLOYMENT AREAS

Peel 2051 is intended to work in loc-step with provincial Growth Plan, 2020 involving practical and effective implementation to support of the delivery of 'Employment Areas', which play a key role in achieving long-term growth targets. In managing 'Employment Areas' the Region advises;

Under the theme of planning for jobs and concentrating growth around transit, the following new policy area mapping must be included in the Regional Official Plan:



a) Employment Areas

Provincial policy now requires that the Regional Official Plan include mapping of regional employment areas required to accommodate planned employment growth consistent with the Provincial Land Needs Assessment methodology. In existing settlement areas, this can largely be accomplished by reflecting and updating existing employment area mapping in the local official plans. In new settlement areas, the Region will be required to identify and map employment areas through the MCR process. These employment areas are to be protected from employment conversions outside of an MCR.” (Regional Report.)

2.0 REGIONAL & COMMUNITY CONTEXT OF THE SUBJECT PROPERTY

The following summarizes the characteristics of the subject property. Please refer to the enclosed City of Brampton Property Report, **Figure 1**, and Plan 43R-17849, a Plan of Survey, prepared by McBain & Carmichael Ltd., OLS, dated May 25, 1990, **Figure 2**. This Plan of Survey describes three Parts totaling 5.33 ha. (13.164 acres) in land area, located in the north central part of the City of Brampton, located in proximity to, and west of Highway 410.

The subject property is rectangular in shape with a frontage along Heart Lake Road measuring approximately 160 m (526 ft.), with a depth of about 325 m (1,066 ft.). The front of subject property includes a small Provincially Significant Wetland (‘PSW’) area abutting Heart Lake Road, measuring approximately 0.19 ha. (0.477 acre) in land area. As well a small portion of the subject property appears as technically part of the Heart Lake Road r.o.w., measuring about 0.19 ha. (0.487 acre) in land area.

To the west: Heart Lake Road and the ‘Heart Lake Conservation Park’, owned and operated by the Toronto and Region Conservation Authority (‘TRCA’).

To the south: Approved ‘Employment lands’, industrial project designated, zoned and graded, with municipal local roads and servicing installed.

To the north: Rural uses - residential, farm and industrial uses on large lots and Mayfield Road.

To the east: Provincially Significant Wetland (‘PSW’) area and further, lands designated for future ‘Office Commercial’ uses, fronting and paralleling Highway 410.



2.1 OVERVIEW OF PEEL 2051 - 'DRAFT' SCHEDULES (SEPTEMBER 2021)

The salient Peel 2051 'Draft' Schedules depict the subject property as follows:

- X1 – Water Resources System Features & Areas in Peel** – proximate to;
- X5 – Highly Vulnerable Aquifers** – does not apply;
- X6 – Significant Groundwater Recharge Areas** – does not apply;
- X11 - Greenbelt Plan Area Land Use Designations** – does not apply;
- Y1 – Core areas of the Greenlands System in Peel** – proximity to;
- Y6 – Employment Areas** – minimally represented;
- Z2 – Strategic Growth Areas** – within the 'Urban System';
- Z3 – The Growth Plan Policy Areas in Peel** – within the 'Designated Greenfield'.

The Growth Plan, 2020, as amended, continues to recognize this site or property as 'Designated Greenfield Area - Conceptual' ('DGA') per Schedules 2, 5 and 6, which are defined as follows:

"Lands within settlement areas but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. 'Designated Greenfield Area' do not include excess lands."

New development taking place in a 'DGA' will support the achievement of complete communities, active transportation and the integration of and sustained viability of transit services. Today the Region of Peel Official Plan (Dec. 2018, office consolidation) designates the subject property as 'Urban System' per the Schedule 'D' Regional Structure.

2.2 OVERVIEW OF PEEL 2051 - 'DRAFT' FIGURES (SEPTEMBER 2021)

The salient Peel 2051 'Draft' Figures depict the subject property as follows:

- X1 – Areas subject to Provincial Plans** – does not apply per Provincial Plans referenced;
- X5 – Potential Locations of Hazardous Forest Types for Wildland Fire** – does not apply;
- Y1 – Regional Greenlands System - Provincial Plan Natural Heritage Systems** – does not apply;
- Y2 - Regional Greenlands System – Core Areas, Corridors and Potential Natural Areas and Corridors** – Predominately 'Potential Natural Areas and Corridors ('PNAC');
- Y3 – Conservation Authority Natural Heritage system** – minimally represented;
- Z4 – PSEZ** – does not apply.

3.0 BRAMPTON OFFICIAL PLAN - LAND USE PLANNING CONTEXT

The City of Brampton Official Plan, (2020 Office Consolidation) provides the following:

Figure 3: Schedule A – Land Use Designations: Portions of the subject property is designated ‘Industrial’ and ‘Open Space’.

Figure 4: Schedule D – Natural Heritage Features & Areas: Portions of the subject property are shown as ‘Valleyland/Watercourse Corridor’.

3.1 ‘SECONDARY PLAN 48 – CHAPTER 48(A) - COUNTRYSIDE VILLAGES SECONDARY PLAN’

The Countryside Villages Secondary Plan (OPA No. OP2006-032) guides the implementation of Official Plan policies. The City of Brampton Official Plan *“Secondary Planning Process - means a method to carry out area-based and issue-based planning and to address a more detailed approach to policy formulation and implementation than is normally achievable through the Official Plan. The process usually concludes with a formal secondary plan approved as an amendment to the Official Plan.”*

The subject property is outlined in red on **Figure 5**, illustrating Schedule 48 SP (A) Employment - ‘Prestige Industrial’ and ‘Terrestrial Feature’. The predominant land use designation applying to the subject property is ‘Prestige Industrial’, permitting a range of employment uses, provided that such uses operate within wholly enclosed buildings, and are associated with an office use.

Figure 6 is an overlay of the Region’s draft ‘Employment Areas’ Schedule, per Peel 2051 and the ‘Countryside Villages Secondary Plan’ Schedule SP48(a), where the subject property is predominantly designated ‘Prestige Industrial’.

- ‘Prestige Industrial’ policy 5.2.2 of the Official Plan reads, *‘manufacturing’, warehousing and distribution uses are permitted’, provided such uses “...operate within wholly enclosed buildings and are associated with an office use.”* Also, the *“Outdoor storage of goods and materials is not permitted as a primary use...and no transport terminals shall be permitted in this Secondary Plan.”*
- A small ‘PSW’ is located in proximity to Heart Lake Road and will be protected.

Secondary Plan Special Policy Area 1 of the Secondary Plan reads:

- Section 6.1.1 reads, *'Land designated as Special Policy Area 1 on Schedule SP48(a) is comprised of a 5.3 hectare (13 acres) parcel of land located on the east side of Heart Lake Road between Countryside Drive and Mayfield Road. The lands within Special Policy Area 1 are not suited for traditional forms of employment uses because of topography and related environmental constraints on site.'*
- Section 6.1.2 reads, *'Special Policy Area 1 recognizes that in addition to the employment uses permitted by Section 5.2 of this Chapter, the subject lands may be developed for a private school with ancillary uses including a swimming pool, gymnasium, auditorium, outdoor sports fields and playgrounds.'*
- Section 6.1.3 reads, *'Notwithstanding Section 4.5.6.15 of the OP, the restoration of natural heritage areas and features that have been removed, altered and/or disturbed on these lands, shall be identified, evaluated and determined by an Environmental Impact Study, prepared to the satisfaction of the City of Brampton.'*
- Section 6.1.4 reads, *'Notwithstanding Section 8.1.1 of this Plan, development within Special Policy Area 1 on Schedule SP48(a) can proceed in the interim on private servicing until sanitary services are available in the area.'*

Further, Secondary Plan areas designated for Natural Heritage System and Environmental Management *"...are shown schematically or symbolically on Schedule SP48(a)"*, and a small portion of the subject property is designated as 'Terrestrial Feature' and 'Wetland'.

The abutting lands, to the south and east of the subject property, required environmental studies considering Natural Features, Opportunities and Constraints, along with Impacts and Mitigation Measures as part of the ZBA and Plan of Subdivision planning approvals process. While the subject property was not fully included in these studies, the abutting approvals for 'Employment Uses' indicate that the subject property would likely achieve a similar outcome.

The subject property is located within the Etobicoke Creek Watershed and is subject to existing TRCA Regulation and Fill limits. Please refer to **Figure 7: TRCA 'Conceptual Regulated Area' Map**. Appropriate approvals will be required from TRCA in the future and these typically would include a comprehensive Environmental Impact Study that includes a Functional Servicing Report Environmental Impact Study ('EIS'), Hydrogeological Report, Water Balance Report, among others to the satisfaction of the TRCA and the City.

4.0 CONCLUSIONS & RECOMMENDATIONS

An approved Secondary Plan provides 'Reliability', 'Predictability', 'Fairness' and 'Efficiency', while preserving 'Local Autonomy' in the planning process. In this case, the City of Brampton's approved 'Countryside Villages Secondary Plan', wherein the subject property is located, implements the City's Official Plan, by providing more refined policies and plans for 'Employment Areas', among other uses.

Acknowledging the refinement already established by the approved City of Brampton Countryside Villages Secondary Plan, it is my opinion that Peel 2051 ought to be supportive of the future development of the subject property for predominantly 'Employment Uses'.

The City's recent PAC process confirms that from a land use planning perspective, the only required planning processes required to support the future development of the subject property for 'Employment Uses' are a Zoning By-law Amendment, combined with Site Plan Review (or Site Plan Approval), along with requisite planning, environmental and engineering studies.

In conclusion, the Peel 2051 draft policies and Schedules ought not undermine already approved and more refined planning for any property, directly or indirectly, where the congruence, or conformity of planning policies and Schedules are required at the local planning level.

As the subject property is not appropriately described as an 'Employment Area' per the Peel 2051 'Employment Areas Schedule Y6', it is my opinion that a privately initiated Regional Official Plan Amendment application would need to be successfully filed and processed in the future, even though the approved Secondary Plan identifies the subject property predominately for 'Employment Uses'.

It is acknowledged that the ROPA 2051 program is dynamic, and we reserve the right to provide further input and recommendations regarding its implementation and this letter does not preclude any other submission being filed related to the subject property.

We would also appreciate our firm being placed on the City's mailing list regarding any future public notices, updates, reports, Committee and Council Agenda related Items, and any Council decision or actions on the above captioned matter.

We thank-you in advance for your further consideration and co-operation in this matter.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart MCIP, RPP

/la 1899ltr.Nov.03.21

Attachments: As noted herein

cc. Ms. K. Lockyer, Regional Clerk, Regional Municipality of Peel a.lockyer@peel.region.ca
cc. Mr. A. Smith, MCIP, RPP, Director, Policy Development, Region of Peel a.smith@peelregion.ca
cc. Ms. J. Simms, MCIP, RPP, Policy Development, Region of Peel j.simms@peelregion.ca
cc. Mr. R. Forward, Commissioner of Planning & Development, City of Brampton
Richard.Forward@brampton.ca
cc. Mr. A. Parsons, Director of Development Services, City of Brampton
Allan.Parsons@brampton.ca
cc. Mr. Andrew McNeill, Manager, Official Plan and Growth Management, City of Brampton
Planning & Design opreview@brampton.ca
cc. Mr. A. Syhlonyk, Planner, TRCA Anthony.Syhlonyk@trca.ca
cc. client

FIGURE 1

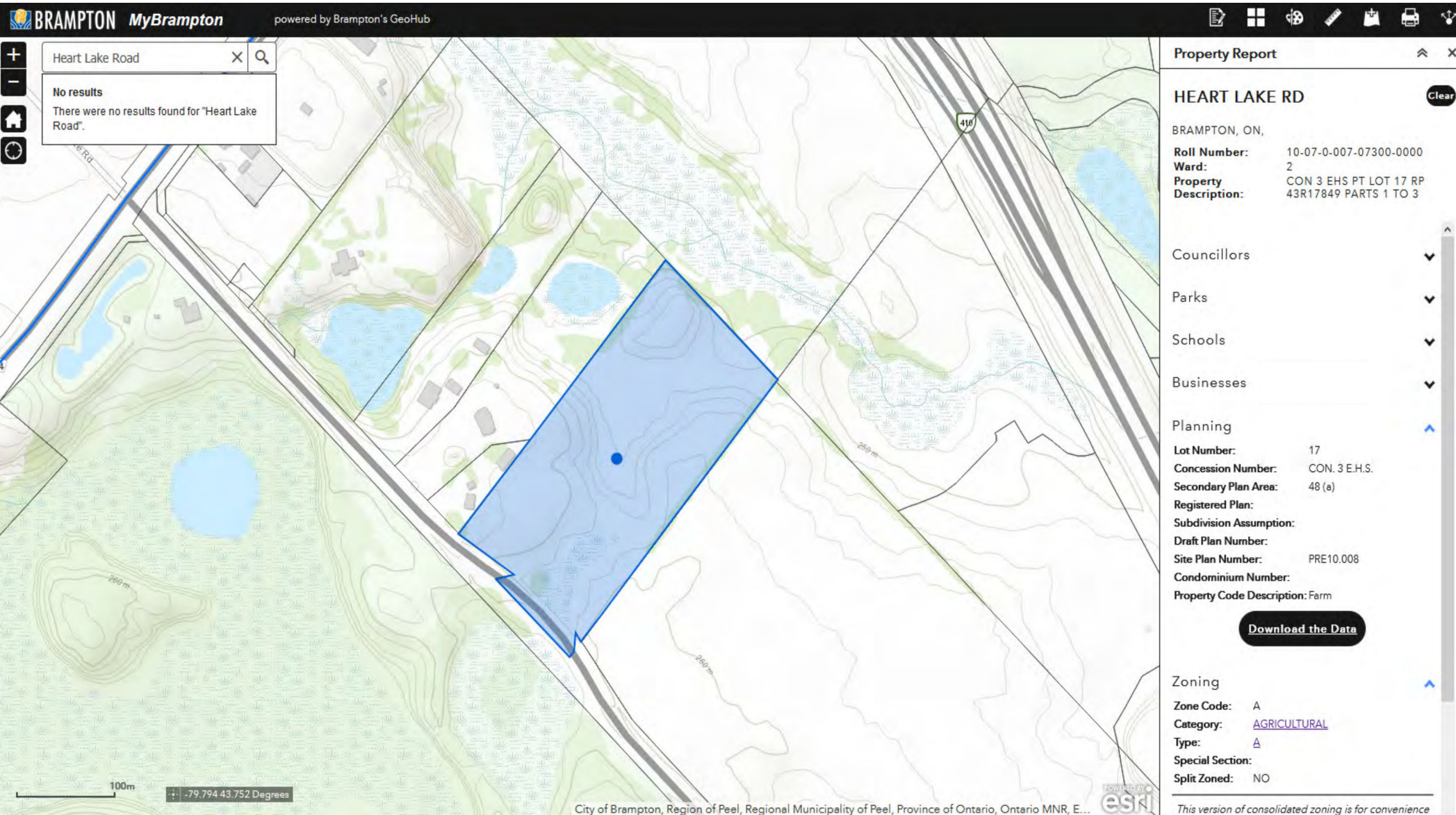


FIGURE 2

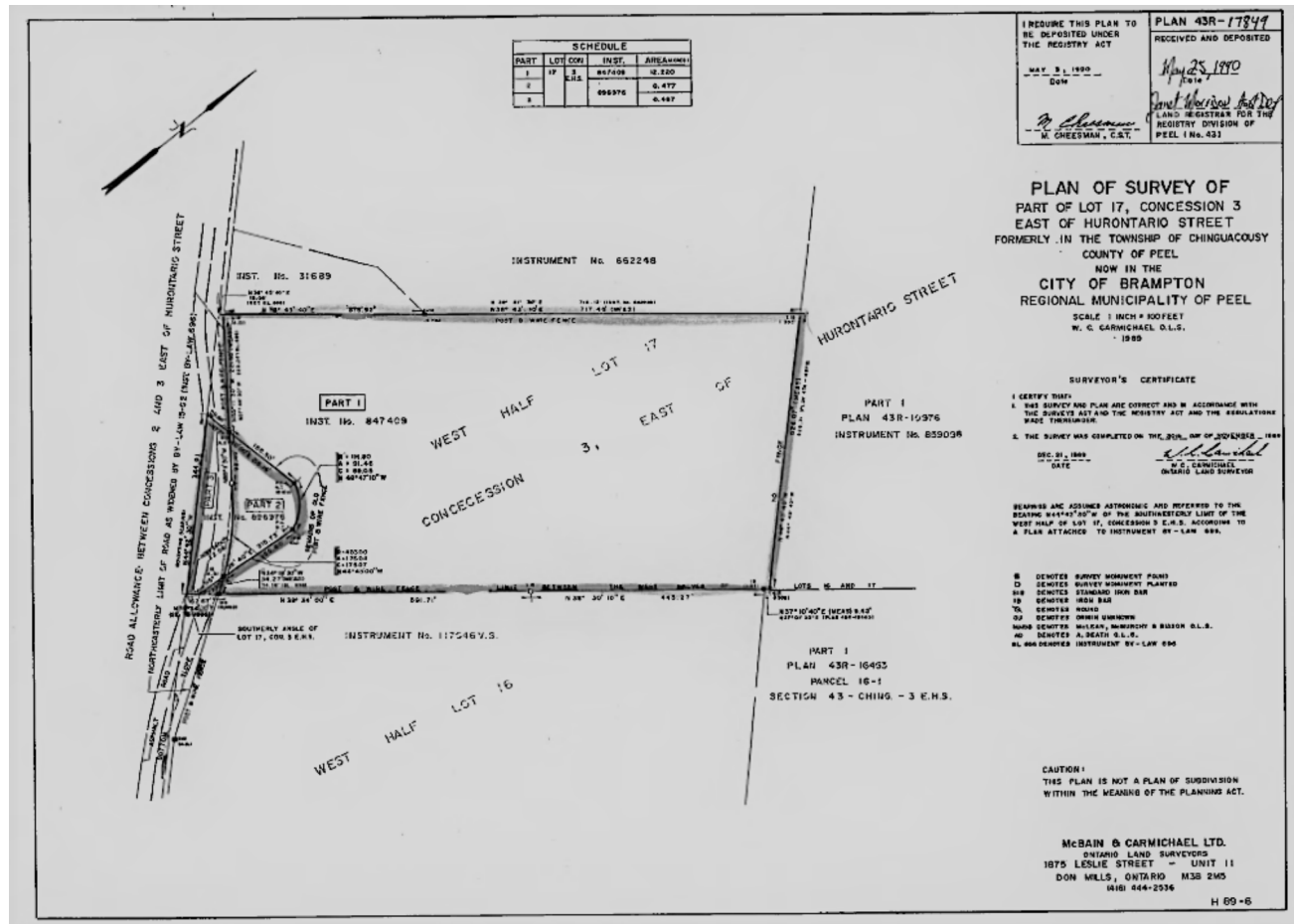


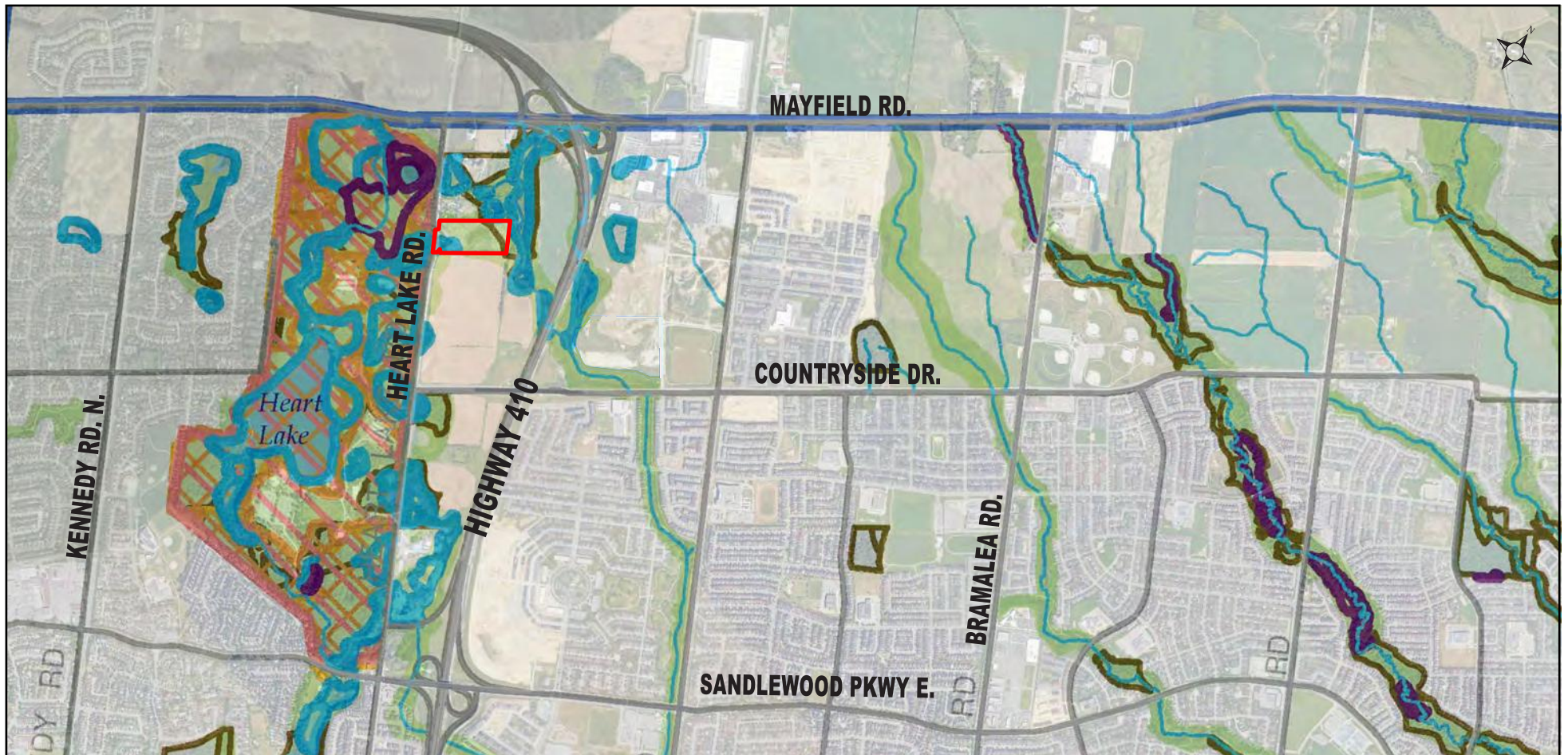
FIGURE 3
CITY OF BRAMPTON OFFICIAL PLAN CONSOLIDATION (2020)
SCHEDULE A, LAND USE DESIGNATIONS



LEGEND	
	Subject Property
	RESIDENTIAL
	ESTATE RESIDENTIAL
	VILLAGE RESIDENTIAL
	REGIONAL RETAIL
	OFFICE
	BUSINESS CORRIDOR
	INDUSTRIAL
	MAJOR INSTITUTIONAL
	OPEN SPACE
	PROVINCIAL GREENBELT AREA/PROTECTED COUNTRYSIDE
	CENTRAL AREA
	N-W BRAMPTON URBAN DEVELOPMENT AREA SPECIAL LAND USE POLICY AREA <i>See Section 3.14.3</i>
	SPECIAL STUDY AREA <i>See Section 4.14.1</i>
	CORRIDOR PROTECTION AREA
	PARKWAY BELT WEST
	PROVINCIAL HIGHWAYS
	L.B.P.I.A. OPERATING AREA
	DEFERRAL

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**FIGURE 4
CITY OF BRAMPTON OFFICIAL PLAN CONSOLIDATION (2020)
SCHEDULE D, NATURAL HERITAGE FEATURES AND AREAS**

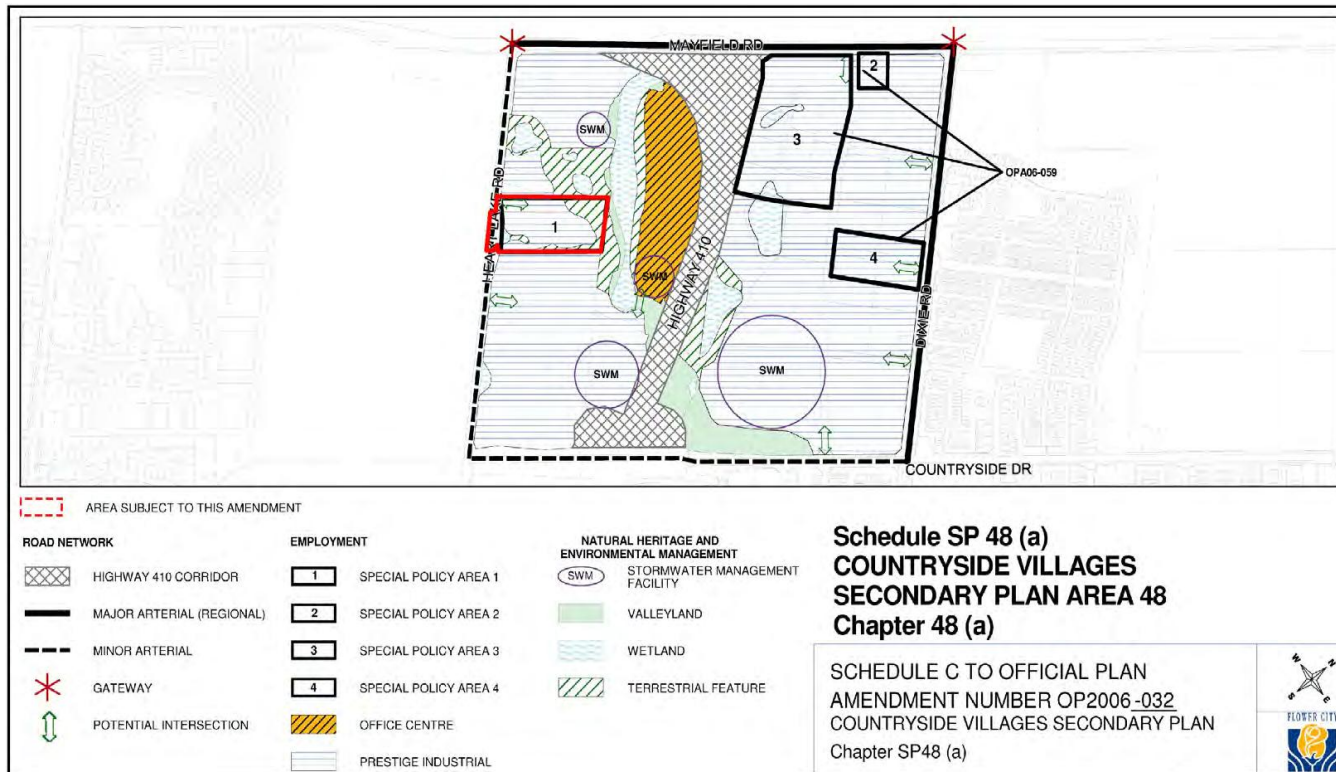


LEGEND
 Subject Property

 VALLEYLAND / WATERCOURSE CORRIDOR	 PROVINCIAL GREENBELT / PROTECTED COUNTRYSIDE
 WOODLAND	 AREAS OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE
 PROVINCIALLY SIGNIFICANT WETLAND	 AREAS OF NATURAL AND SCIENTIFIC INTEREST - EARTH SCIENCE
 LAKES AND PONDS	
 OTHER WETLAND	
 ENVIRONMENTALLY SENSITIVE / SIGNIFICANT AREA	

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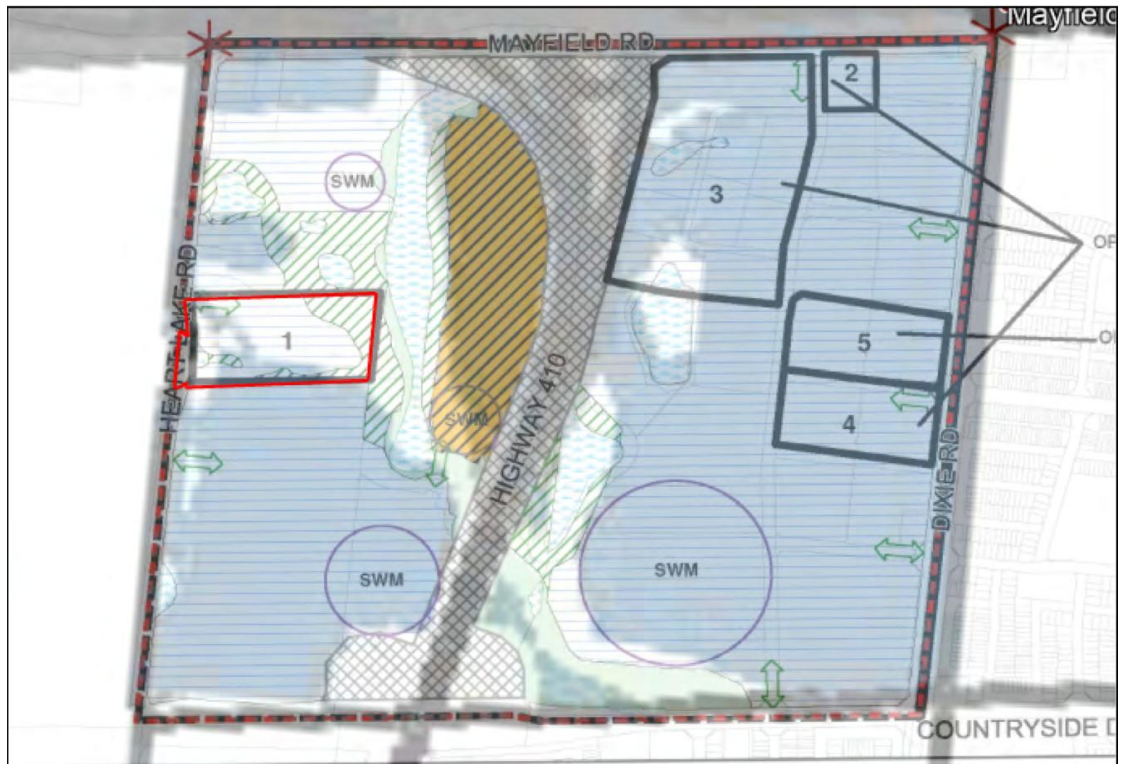
FIGURE 5
CITY OF BRAMPTON OFFICIAL PLAN, COUNTRYSIDE VILLAGES SECONDARY PLAN (DEC. 2009)



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FIGURE 6
OVERLAY OF THE 'COUNTRYSIDE VILLAGES SECONDARY PLAN AREA 48'
AND DRAFT 'EMPLOYMENT AREAS SCHEDULE Y6' REGION OF PEEL



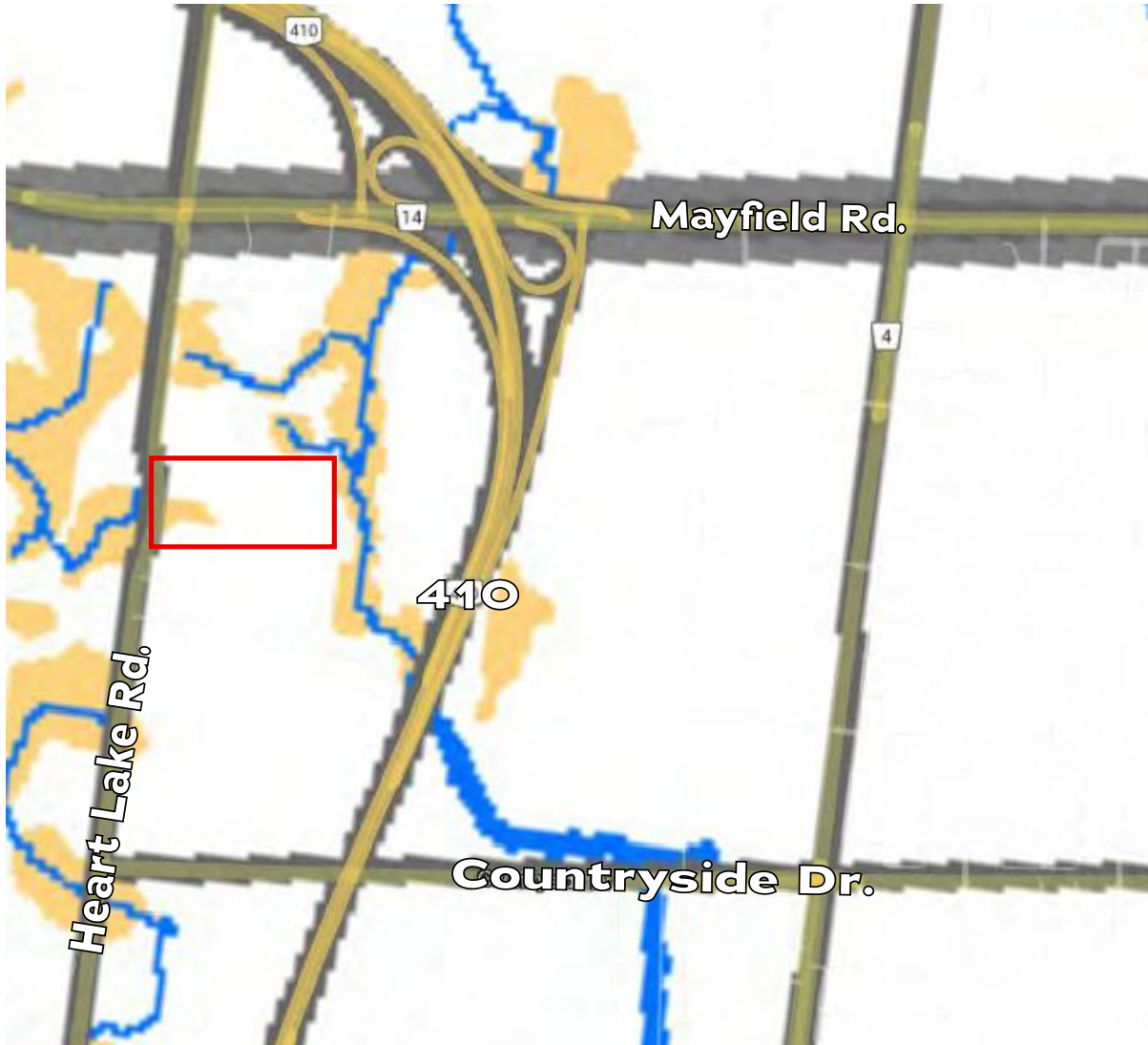
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**FIGURE 7
TORONTO AND REGION CONSERVATION AUTHORITY REGULATED AREAS
CITY OF BRAMPTON**



<p>Map Layers</p> <ul style="list-style-type: none"> TRCA Conceptual Regulated Area Parcel Boundary 	<p>LEGEND</p> <ul style="list-style-type: none"> Subject Property <p>SOURCE TRCA</p>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>POUND & STEWART <small>PLANNING CONSULTANTS • CITYPLAN.COM</small> CITYPLAN+PORTAL <small>Helping People Shape Living, Working & Public Spaces</small></p> </div>
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Official Plan WATER RESOURCES SYSTEM FEATURES & AREAS IN PEEL

DRAFT SCHEDULE X1
(New Schedule to be Added)
September 2021

Legend

-  Watercourse
-  Waterbody
-  Kettle Lake
-  Provincially Significant Coastal Wetland
-  Other Coastal Wetland
-  Provincially Significant Wetland
-  Other Wetland



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Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

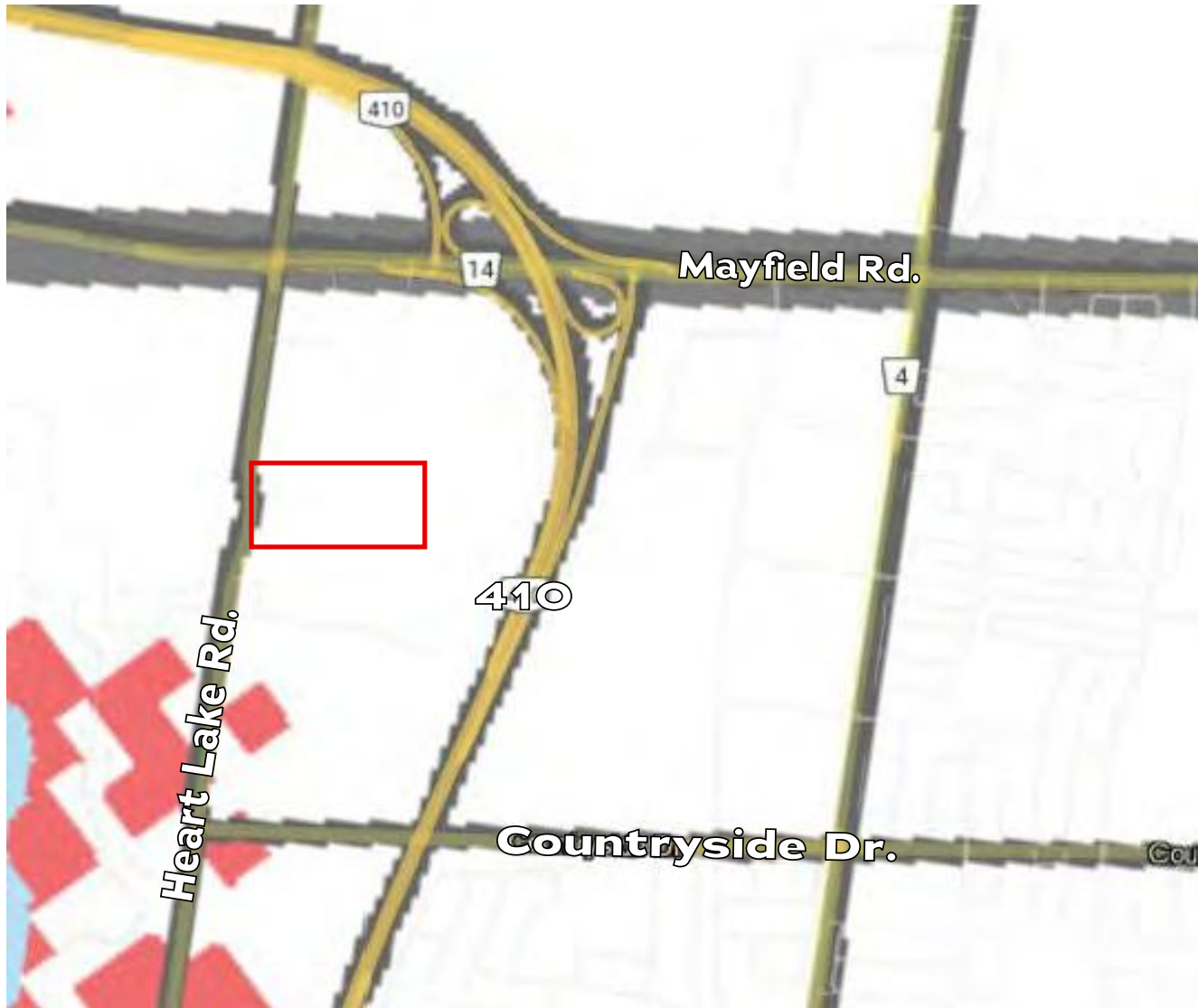
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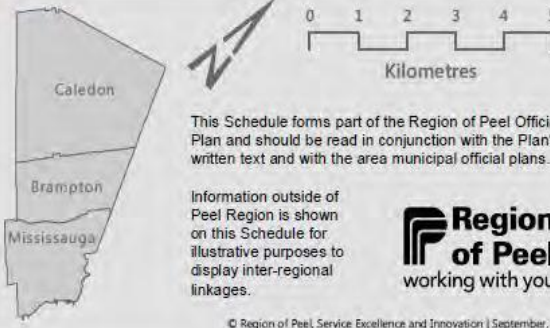
 SUBJECT PROPERTY

Official **Plan**
HIGHLY VULNERABLE AQUIFERS

DRAFT SCHEDULE X5
 (New Schedule to be Added)
 September 2021

Legend

 Highly Vulnerable Aquifer



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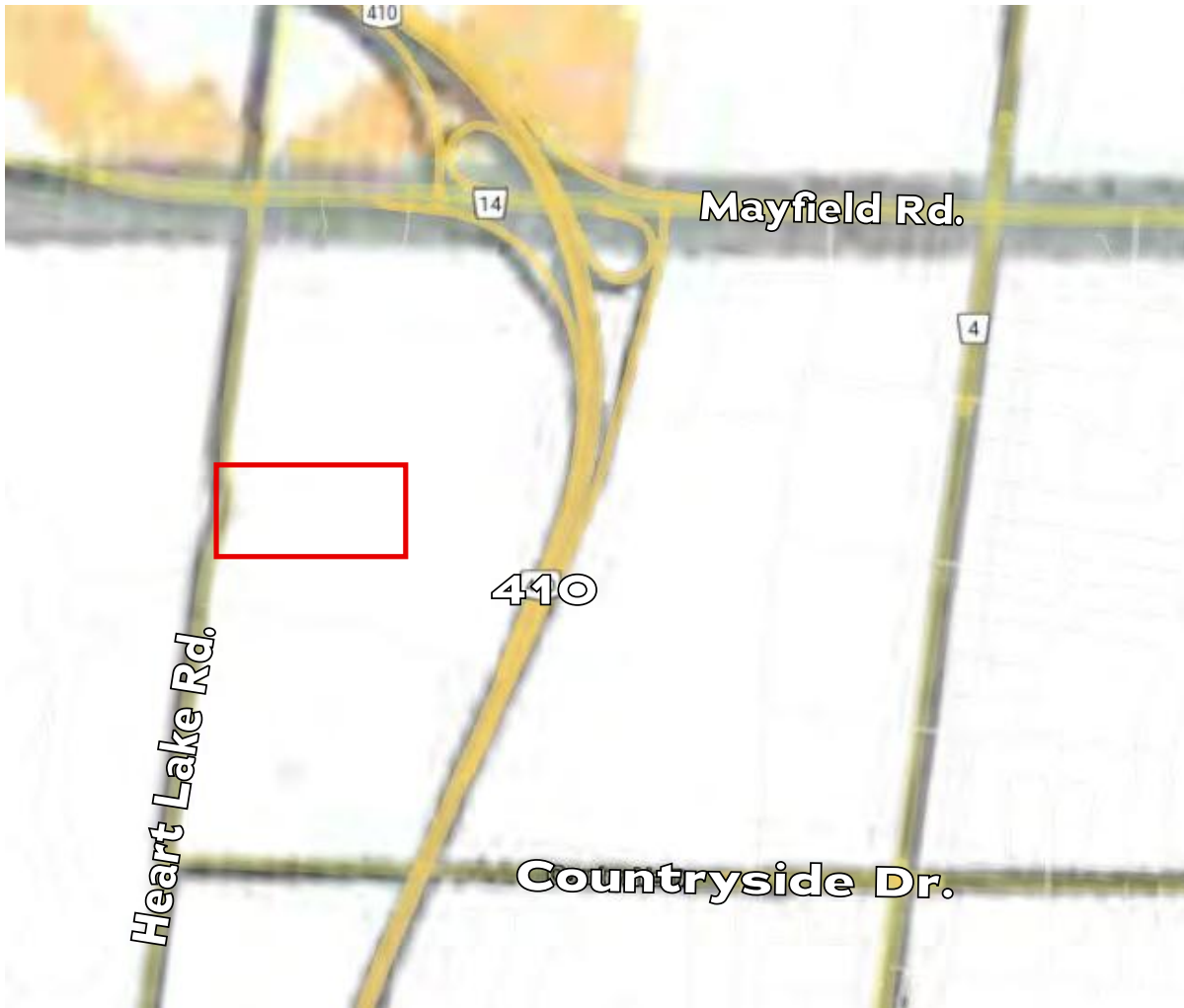
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Official **Plan**
SIGNIFICANT
GROUNDWATER
RECHARGE AREAS
DRAFT SCHEDULE X6
 (New Schedule to be Added)
 September 2021

Legend


 Significant Groundwater Recharge Area



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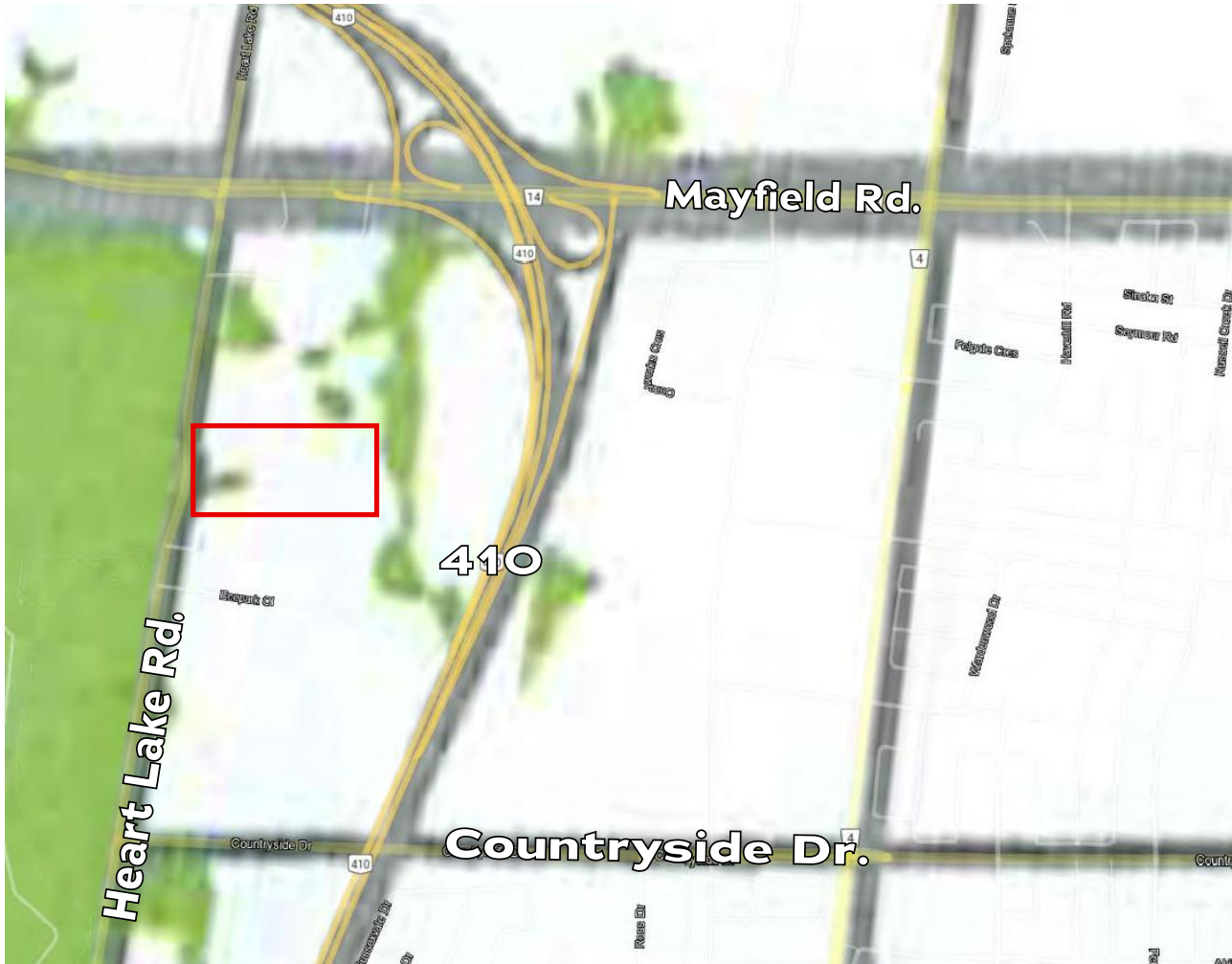
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Official **Plan**
CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL
DRAFT SCHEDULE Y1
 (Formerly Schedule A)
 June 2021

Legend

-  Areas Subject to Provincial Plans (As shown on Figure X1)
-  Core Areas of the Greenlands System



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Kilometres

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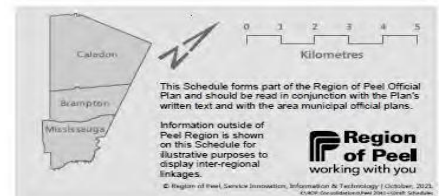
Official **Plan**
EMPLOYMENT AREAS
SCHEDULE Y6

DRAFT September 2021
 (New Schedule to be Added)

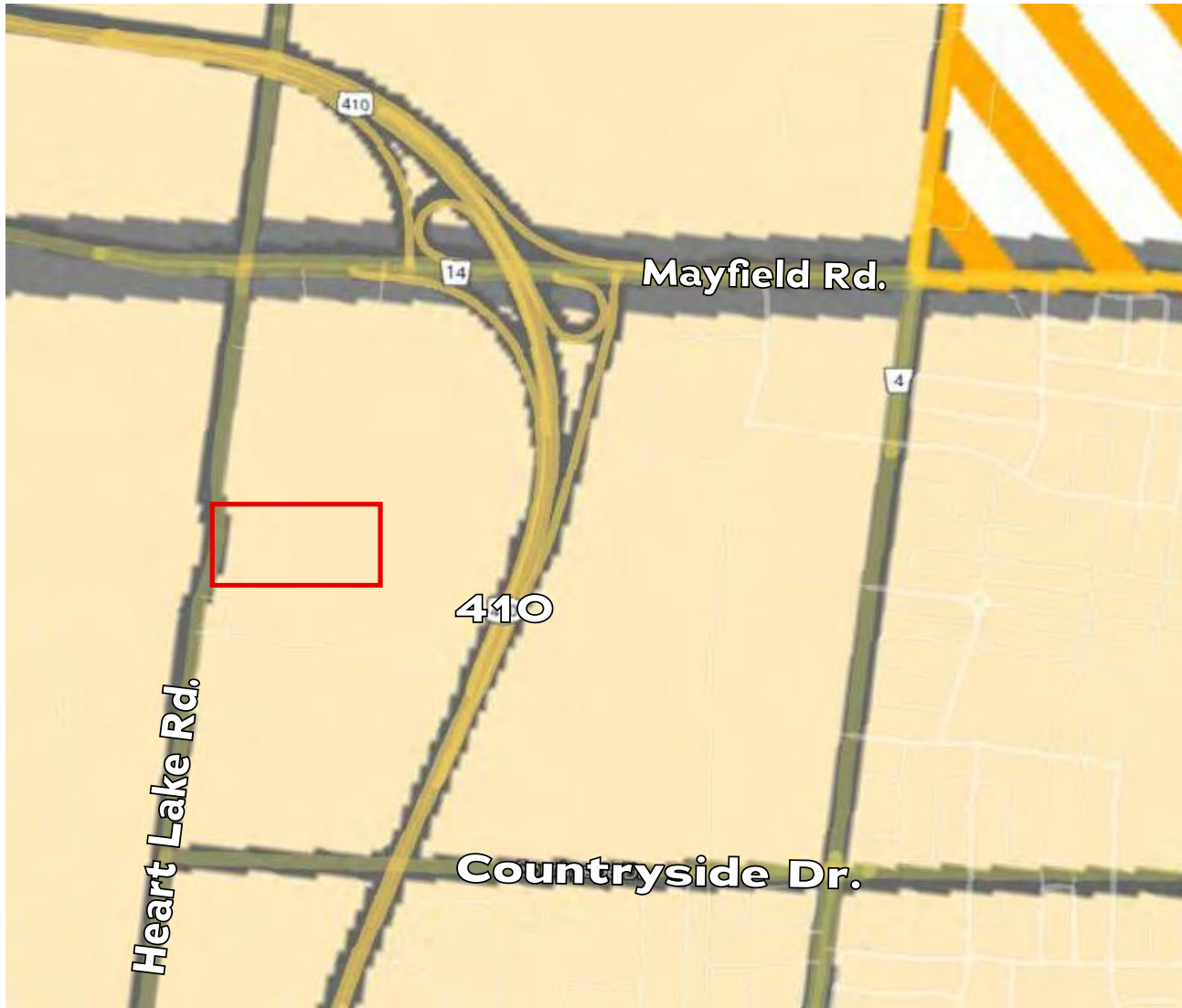
- Legend**
-  Draft Employment Area
 -  Employment Area (Boundary TBD)
 -  Future Strategic Employment Area
 -  Draft Conceptual Settlement Area Boundary Expansion Employment Area (September 2021)
 -  Urban Growth Centre
 -  Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
 -  Airport Transit Hub
 -  Regional Urban Boundary*

*Some sections of the Regional Urban Boundary are based on the conceptual area for the Settlement Area Boundary Expansion and are subject to change.

WARNING TO USERS: This map represents a conceptual area for the Settlement Area Boundary Expansion and is being provided for information purposes only. Users are advised that this mapping is currently in draft and may change. The Region of Peel does not certify the accuracy of the information provided nor does it provide any assurance that the mapping will remain unchanged. Any reliance placed by the user on the information provided herein is strictly at the risk of the user, and the Region of Peel does not assume responsibility for any loss or damages resulting to the user or any third party by reliance on this information.



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Official **Plan**
STRATEGIC GROWTH AREAS

SCHEDULE **Z2**


DRAFT September 2021
 (New Schedule to be Added)

Legend

- Strategic Growth
 - Urban Growth Centre
 - Primary or Secondary Major Transit Station Areas
 - Planned Major Transit Station
 - Regional Intensification Corridor (Conceptual)
 - Local Intensification Corridor (Conceptual)
 - Nodes/Centres (Conceptual)
- Other
 - Urban System
 - Agricultural and Rural
 - Greenbelt
 - Airport Transit Hub
 - Draft Conceptual Settlement Area Boundary Expansion (September, 2021)
 - Regional Urban Boundary*

*Some sections of the Regional Urban Boundary are based on the conceptual area for the Settlement Area Boundary Expansion and are subject to change.

WARNING TO USERS: This map represents a conceptual area for the Settlement Area Boundary Expansion and is being provided for information purposes only. Users are advised that this mapping is currently in draft and may change. The Region of Peel does not certify the accuracy of the information provided nor does it provide any assurance that the mapping will remain unchanged. Any reliance placed by the user on the information provided herein is strictly at the risk of the user, and the Region of Peel does not assume responsibility for any loss or damages resulting to the user or any third party by reliance on this information.



This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

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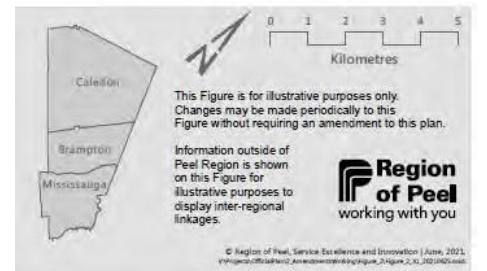
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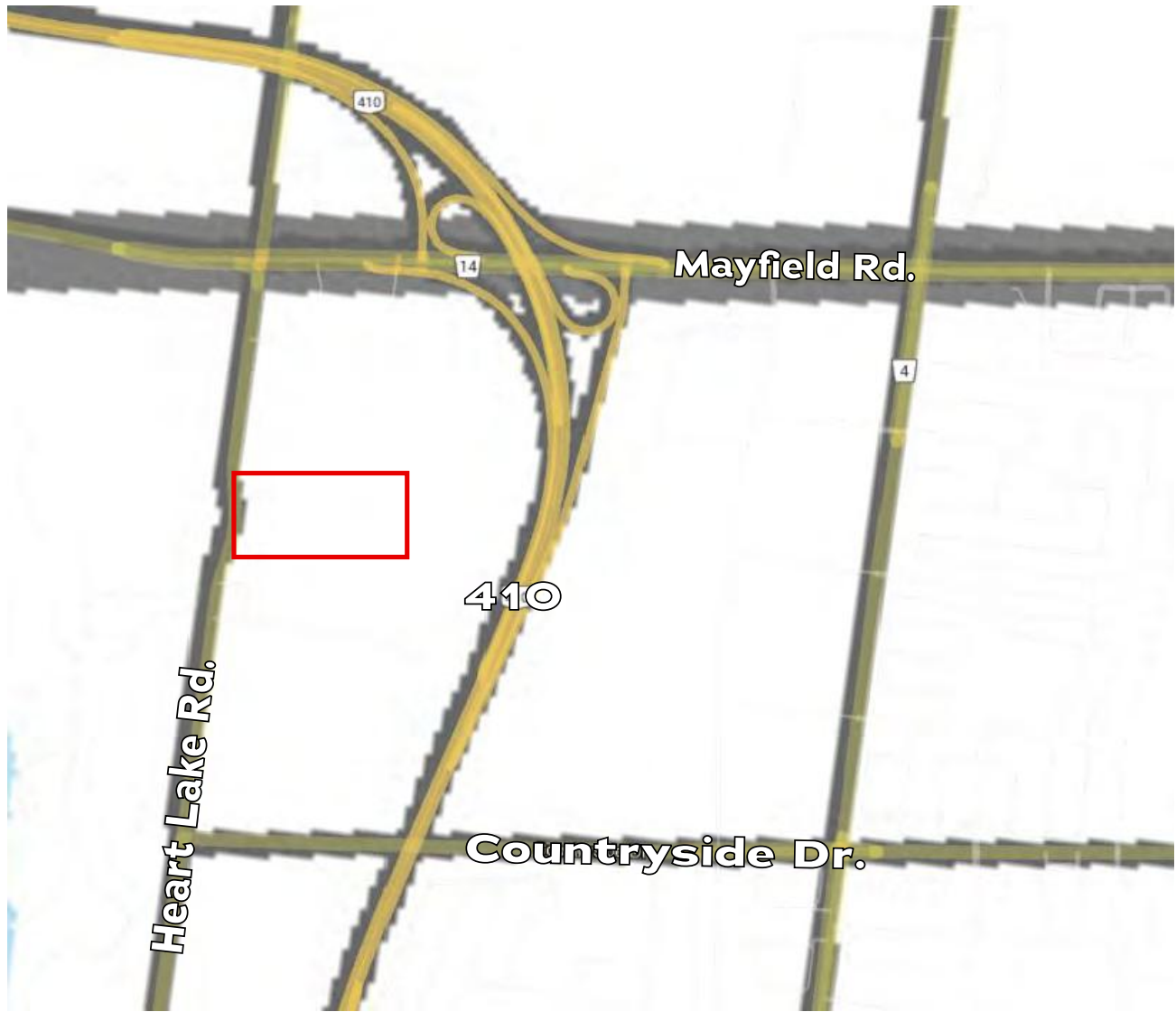
 SUBJECT PROPERTY

Official **Plan**
AREAS SUBJECT TO PROVINCIAL PLANS
DRAFT FIGURE **X1**
 (Formerly Figure 2)
 June 2021

- Legend**
-  Greenbelt Plan Outer Boundary
 -  Greenbelt Plan - Protected Countryside
 -  Greenbelt Plan - Urban River Valley
 -  Niagara Escarpment Plan Area
 -  Oak Ridges Moraine Conservation Plan Area
 -  Oak Ridges Moraine (geographic extent in Peel)
 -  Parkway Belt West Plan Area
 -  Lake Simcoe Protection Act Watershed Boundary
 -  Conceptual GTA West Transportation Corridor and Northwest GTA Transmission Corridor



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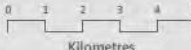
 SUBJECT PROPERTY

Official **Plan**
**REGIONAL GREENLANDS
 SYSTEM - PROVINCIAL
 PLAN NATURAL HERITAGE
 SYSTEMS**

DRAFT
 (New Figure to be Added)


FIGURE Y1
 September 2021

- Legend**
- Niagara Escarpment Plan
 -  Escarpment Natural Area
 -  Escarpment Protection Area
 - Oak Ridges Moraine Conservation Plan
 -  Natural Core Area
 -  Natural Linkage Area
 - Greenbelt Plan
 -  Natural Heritage System
 -  Urban River Valley
 - Growth Plan
 -  Natural Heritage System for the Growth Plan



This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

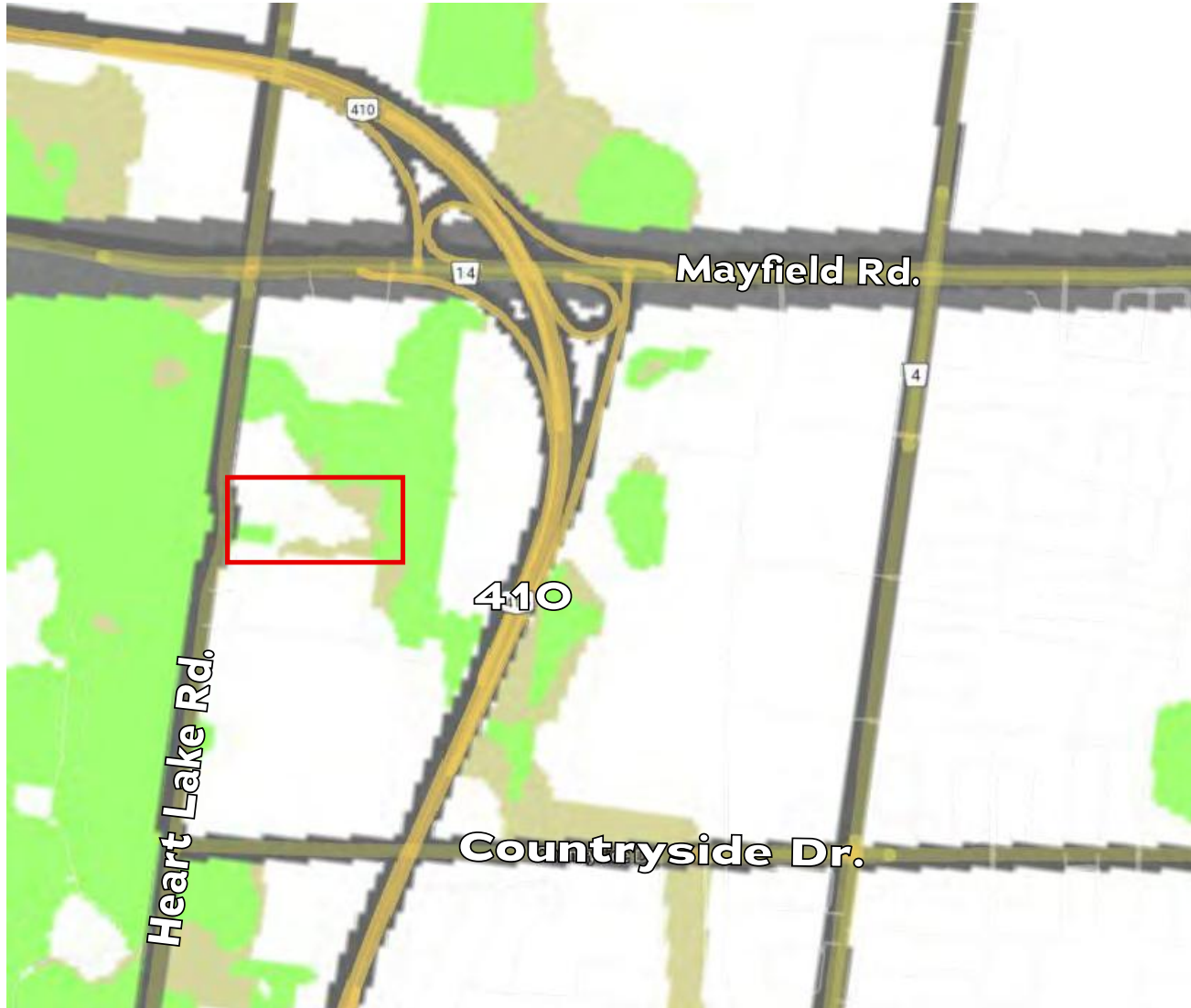
Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



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 SUBJECT PROPERTY


Official **Plan**
**CONSERVATION
 AUTHORITY NATURAL
 HERITAGE SYSTEM**

DRAFT FIGURE **Y3**
 (New Figure to be Added)
 September 2021

Legend

- Conservation Authority Natural Heritage System
-  Existing Natural Cover
-  Potential Enhancement Area


The information shown on the map represents a landscape scale natural heritage system for the Region of Peel based on technical studies prepared by the conservation authorities. The boundaries and areas of the natural heritage system shown on this figure are for illustrative purposes only. The boundaries and areas are subject to the further interpretation and identification by the local municipalities in accordance with Provincial and Regional policy.



0 1 2 3 4 5
Kilometres

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

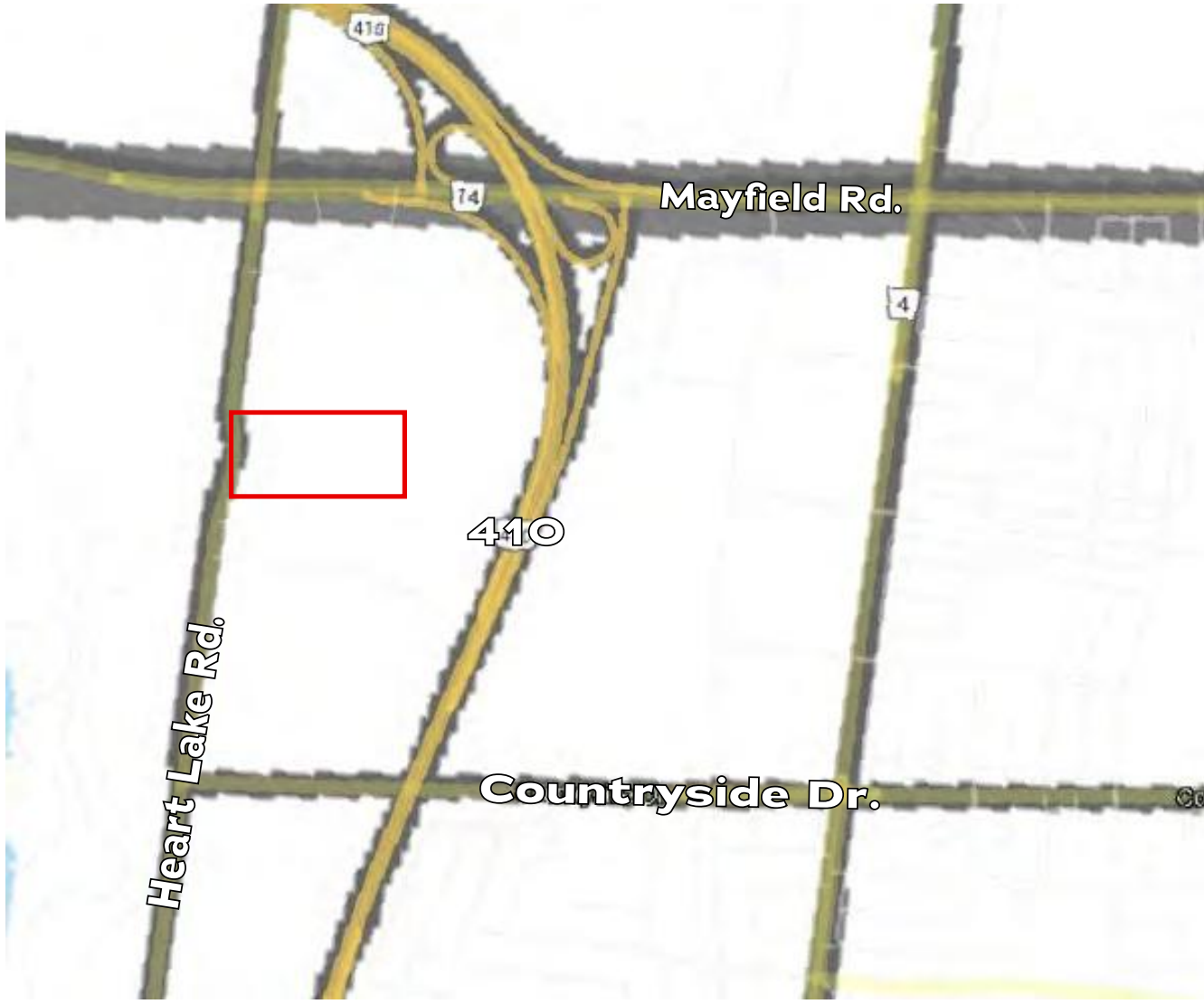
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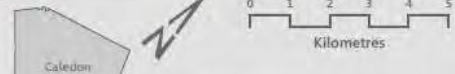
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 SUBJECT PROPERTY

Official **Plan**
PROVINCIALY SIGNIFICANT EMPLOYMENT ZONES
DRAFT **FIGURE Z4**
 (New Figure to be Added) September 2021

- Legend**
-  Other Zones Outside Peel
 -  427 QEW (Zone 13)
 -  Pearson Airport Hub (Airport) (Zone 14)
 -  Pearson Airport Hub (Hwy 50 Corridor) (Zone 15)
 -  Mavis and Burnhamthorpe (Zone 16)
 -  Oakville (Oakville East) (Zone 17)
 -  401 407 (Meadowvale) (Zone 18)



This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

Region of Peel
working with you

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November 3, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

November 3, 2021

Region of Peel
10 Peel Centre Drive
Brampton, ON L6T 4B9

Attention: Adrian Smith, RPP
Director and Chief Planner, Regional Planning and Growth Management

**Re: Peel 2051 Official Plan Review – Draft MCR ROPA
Staff-Recommended Draft SABE Mapping
Part of Lot 22, Concession 1 EHS and WHS (Chinguacousy)**

Glen Schnarr & Associates Inc. is pleased to provide these comments on behalf of Bill Newhouse, owner of the lands located at the south-west and south-east corners of Old School Road and Hurontario Street in the Town of Caledon.

In review of the October 7, 2021 Peel 2051 Draft Settlement Area Boundary Expansion Update Report and revised Draft SABE Mapping, we note that the lands on both sides of Hurontario Street, south of Old School Road have changed from Community Area to Employment Area. See Attachment 1.

We propose that these lands are better suited to remain as Community Area (inferring primarily residential land uses) which will provide greater compatibility with the existing Mayfield West community to the south and would make better use of existing surrounding community infrastructure and amenities which are geared toward residential development. For your information, a Local Official Plan Amendment Application has been filed (POPA 21-09) for the expansion (and completion) of the Mayfield West “Phase 1” Secondary Plan to round-out the Mayfield West community and to assign community-related land use designation and policies consistent with the existing Mayfield West Secondary Plan. To demonstrate the appropriate community integration and connection for the east half of the subject lands with the existing Mayfield West community, we attach the proposed Trails Plan submitted in support of the LOPA. See Attachment 2.

We add that consideration for future employment uses in this location was not contemplated during the planning and development of the existing Mayfield West community. Conversely, the development of Community Area land uses on the subject lands will provide a better transition for the existing residential community to the south compared to Employment Area land uses. Development planning for this location with the knowledge that surrounding lands are planned for future Employment Area land uses (such as those lands north of Old School Road) will allow for

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca



appropriate interface and transition considerations to be made and provide the opportunity for advanced notification to new residents about future employment uses in the area.

Further, due to MTO access restrictions on Hurontario Street, the development of the subject lands for Employment Area uses will force truck traffic onto Old School Road. The majority of planned land uses along Old School Road are for Community Area uses and such Employment Area traffic are incompatible with and intrude into Community Areas. Lands north of Old School Road will have opportunities to redirect traffic through an internal industrial public road network and avoid the use of Old School Road.

The developable area within these lands is approximately 20 hectares and is relatively small in the context of the overall Employment Area designation on the SABE Mapping. In this regard, the removal of the Employment Area designation from these lands will have a nominal effect on the achievement of employment targets within the Designated Greenfield Area and can be easily absorbed by the broader Employment Area land base. Likewise, the re-designation of the lands as Community Area will have a nominal effect on the residential land budget.

In view of the above, we wish to request the Region's consideration to revert the Employment Area land use designation on the subject lands back to Community Area. We are available to discuss further at your convenience. Please contact the undersigned if you have any questions or require anything further.

Yours very truly,

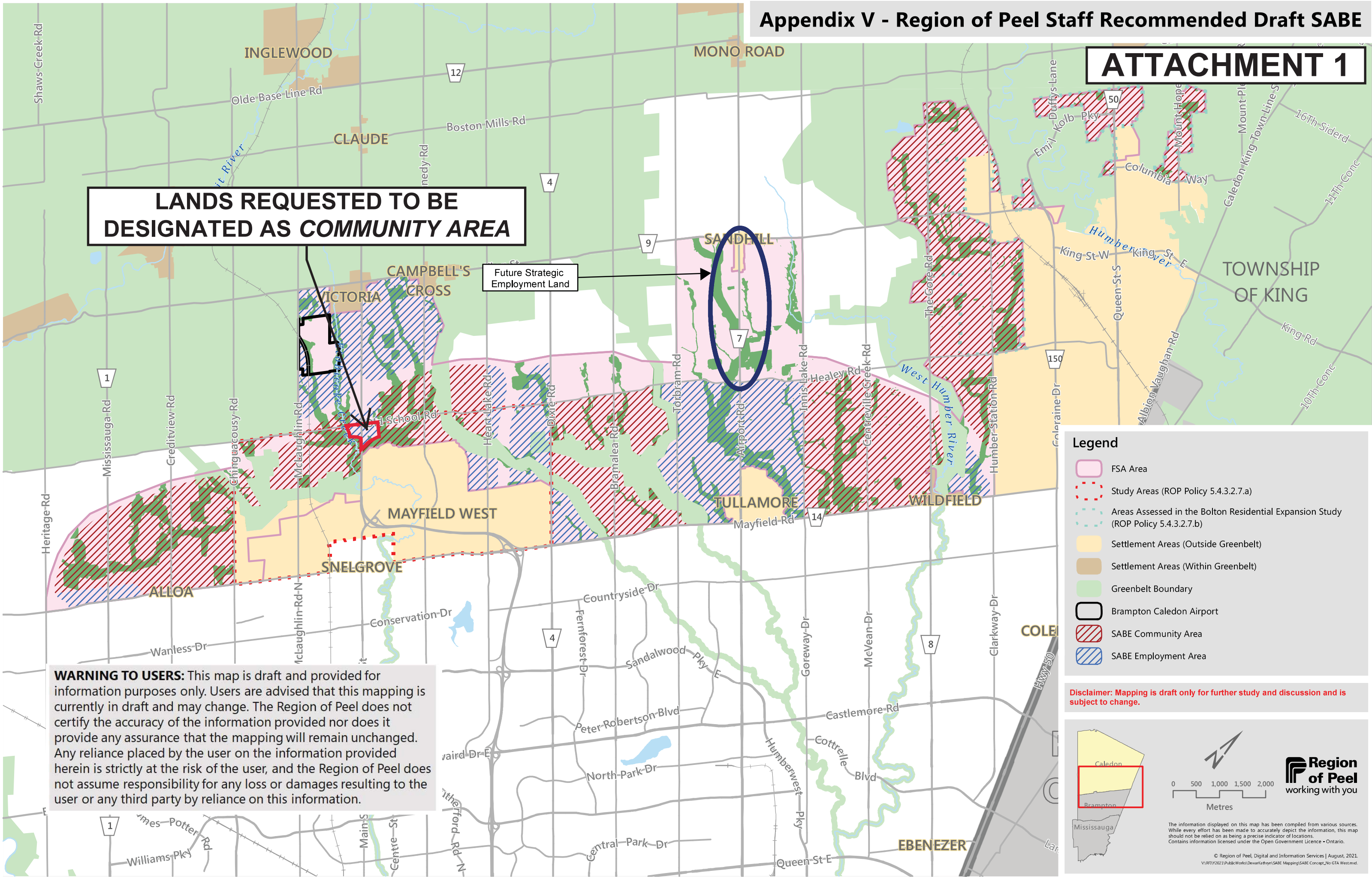
GLEN SCHNARR & ASSOCIATES INC.

Jason Afonso, MCIP RPP
Senior Associate

- c. B. Newhouse, owner
Mayor Allan Thompson, Town of Caledon
J. Downey, Ward 2 Regional Councillor
C. Early, Ward 2 Local Councillor
Region of Peel Planning and Growth Management Committee;
- E. Sajecki, Interim Chief Planner, Town of Caledon
- K. Chawla, Interim Policy Manager, Town of Caledon

ATTACHMENT 1

LANDS REQUESTED TO BE DESIGNATED AS COMMUNITY AREA



Legend

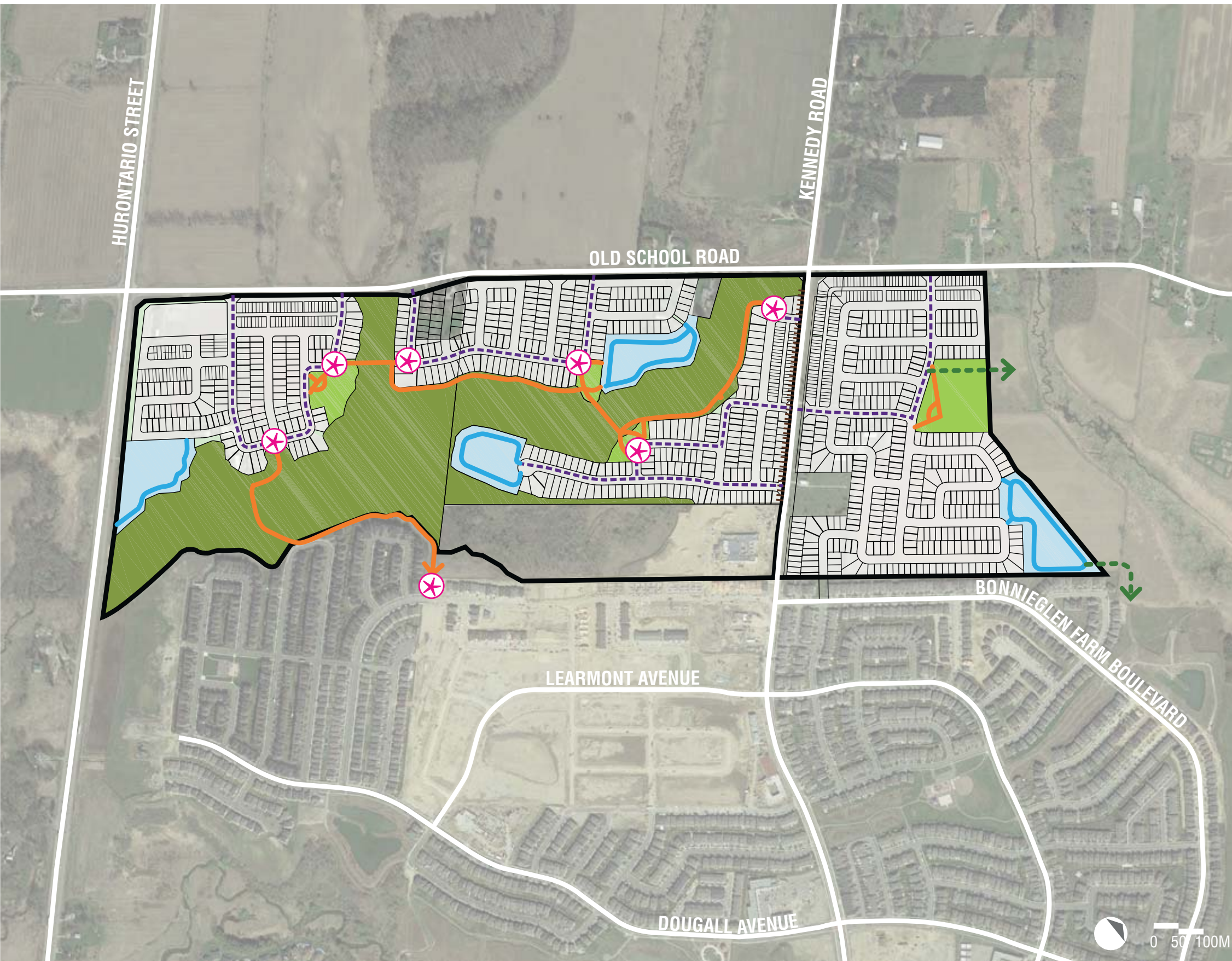
- FSA Area
- Study Areas (ROP Policy 5.4.3.2.7.a)
- Areas Assessed in the Bolton Residential Expansion Study (ROP Policy 5.4.3.2.7.b)
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- Greenbelt Boundary
- Brampton Caledon Airport
- SABE Community Area
- SABE Employment Area

WARNING TO USERS: This map is draft and provided for information purposes only. Users are advised that this mapping is currently in draft and may change. The Region of Peel does not certify the accuracy of the information provided nor does it provide any assurance that the mapping will remain unchanged. Any reliance placed by the user on the information provided herein is strictly at the risk of the user, and the Region of Peel does not assume responsibility for any loss or damages resulting to the user or any third party by reliance on this information.

Disclaimer: Mapping is draft only for further study and discussion and is subject to change.

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations. Contains information licensed under the Open Government Licence - Ontario.

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Proposed Trail Master Plan

LEGEND

- MAYFIELD WEST (PHASE 1) STAGE 2 COMMUNITY SITE BOUNDARY
- POTENTIAL CYCLING ROUTE
- POTENTIAL TRAIL PATHWAY
- POTENTIAL GREENBELT LINKAGE
- PROPOSED SWMP ACCESS ROAD
- POTENTIAL TRAIL CONNECTION
- ENVIRONMENTAL POLICY AREA (EPA)
- OPEN SPACE / PARK
- STORMWATER MANAGEMENT POND
- WALKWAY / VISTA

Figure 10: Proposed Trail Master Plan

RECEIVED

November 4, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

From: kiran kaur [REDACTED]
Sent: November 3, 2021 4:27 PM
To: ZZG-RegionalClerk <zzg-regionalclerk@peelregion.ca>
Subject: planning@caledon.ca

Hi,

My name is Kiranjit Kaur and I am a resident of Caledon In the region of peel. I have looked over the 2051 SABE Plan and wanted to add my own remarks laid out underneath:

Area North of King St- WhiteBelt

I saw there is a gap along the Airport street corridor north of King Street, south of Castlederg Side Road. As I would like to think, this region that adjoins the Greenbelt is being ignored in this arrangement. Leaving such a little piece of whitebelt doesn't appear to be plausible as far as future turn of events. Like the remarks for Sandhill, this region is unmistakably arranged to be essential for the development plan today and would be a solid impetus for business development for the whole district. This additional room would be an incredible fascination for huge organizations to migrate near future lodging (close wellspring of laborers from Humberstation and right now created private pockets of Caledon). It is deliberately found near the new GO station and public travel and near a significant GTA lane in Airport Rd.. At the present time the land in this space is exceptionally divided as far as possession which will possibly increment if not created bringing about higher acquisition costs for future likely employers.. Opening up this space would make the region considerably more alluring for such development.

Humberstation Road area:

I had the option to go to a couple of gatherings when this region was examined with respect to the arrangement and administrations. All city authorities concurred as do I that steering the administrations through Humberstation is a smart thought as it will fill in as a good backbone for future private improvement of the space. The area comparative with the Employment region and the Bolton hall is incredible for individuals to live near where they work.

Sandhill Area:

The land was proposed as a future save for work regions (North of Healey, south of King and West of Innislake street, and East of Torbram street). This land as I would see it is reasonable for employment purposes. I think this land is appropriate for outside storage, and coordinations/transportation/warehousing/processing plant purposes.

Reagrds,
Kiranjit Kaur

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DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

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November 3, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

From: Ardas Nijjer <[REDACTED]>
Sent: November 3, 2021 4:43 PM
To: ZZG-RegionalClerk <zzg-regionalclerk@peelregion.ca>
Cc: PLANNING@caledon.ca
Subject: 2051 SABE COMMON GROWTH PLAN

Hi,

My name is Ardas Nijjer and I am a resident of Caledon in the region of peel. I have reviewed 2051 SABE PLAN and wanted to add my opinion as below:

Humberstation Road area:

I had the choice to go to two or three get-togethers when this locale was inspected concerning the arrangement and administrations.. All city specialists agreed as do I that guiding the organizations through Humberstation is a brilliant idea as it will fill in as a decent spine for future private improvement of the space. The region relative with the Employment area and the Bolton coordinator is mind blowing for people to live approach where they work

Sandhill Area:

The land was proposed as a future plan to put something aside for work regions(North of Healey, south of King and West of Innislake road, and East of Torbram road). This land as I would see it is sensible for business purposes. I think this land is proper for outside capacity, and collaborations/transportation/warehousing/handling plant purposes.

Area North of King St- WhiteBelt

I saw there is a gap along the Airport road hall north of King Street, south of Castleberg Side Road. As I might want to think, this region that borders the Greenbelt is being overlooked in this plan. Leaving such a little piece of whitebelt doesn't seem, by all accounts, to be conceivable to the extent of future development. Like the comments for Sandhill, this area is undeniably organized to be fundamental for the advancement plan today and would be a strong impulse for business improvement for the entire locale. This extra room would be a mind blowing interest for enormous associations to move not so distant future housing (close wellspring of workers from Humberstation and at the present time made private pockets of Caledon). It is purposely found close to the new GO station and public travel and almost a huge GTA path in Airport Rd.. Right now the land in this space is astoundingly separated similarly as ownership which will perhaps increase if not made achieving higher securing costs for future likely employers. Opening up this space would make the locale significantly more charming for such a turn of events.

Regards,
Ardas Nijjer

REFERRAL TO _____
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Centre for Equality Rights in Accommodation
 Centre pour les droits à l'égalité au logement

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 November 3, 2021
 REGION OF PEEL
 OFFICE OF THE REGIONAL CLERK

November 3, 2021

Carolyn Parrish
 Chair of the Planning and Growth Management Committee
 Region of Peel
 10 Peel Centre Drive, Suite A, 6th Floor
 Brampton, ON L6T 4B9

REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
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Dear Members of the Planning and Growth Management Committee,

Re: Planning and Growth Management Committee – Housing and Inclusionary Zoning, Regional Official Plan Amendment (ROPA)

I am writing on behalf of the Centre for Equality Rights in Accommodation (CERA), a non-profit organization working to advance the right to adequate housing. For over thirty years, we have worked tirelessly at the intersection of human rights and housing. CERA advances the right to adequate housing by providing free services to renters facing evictions and human rights violations to remain housed, by providing education and training about housing rights across Canada, and by advancing rights-based housing policy through research, policy development, advocacy and litigation.

As you are aware, Canada is in the midst of a housing affordability crisis. In the Region of Peel many low- to mid-income households do not have access to affordable homes. Renters have been paying unaffordable rents or forced to move away from their communities, while many first-time home buyers have been priced out of the ownership market. When people live in safe, adequate and affordable homes, they are better able to meaningfully participate in their communities, cities and the economy. Pricing such groups out of the market runs the risk of segregation, the loss of community vibrance and inclusivity, and compromises the economic dynamism of the Region.

We know addressing the housing crisis require multifaceted solutions that leverage the support of all levels of government. We are writing to acknowledge the efforts of the Planning and Growth Management Committee, and the staff of the Peel Region, who worked to produce a well-informed Regional Official Plan Amendment that takes into consideration the needs of the Region and the availability of resources to meet these needs over the next thirty years. It is a concern, however, that the needs of the Region’s lower income communities, who often bear the brunt of the housing crisis, will not be met by the proposed housing and Inclusionary Zoning plan.

CERA supports the targets set out in the plan, chiefly the goal of ensuring 30 percent of all new housing units satisfy affordable housing need, half of which will be dedicated to low-income households. We worry that the definition of affordability does not meet the needs of

those living on lower incomes who need deeply affordable housing. Additionally, those living in housing precarity can benefit from supportive housing options which is not captured in the Region of Peel's proposed plan.

We also support the plan to develop a range of housing types, setting clear density and intensification targets. It is important to ensure that as part of the Region's plan to increase the supply of housing, affordable purpose-built rentals are prioritized to meet the growing needs of the renter population who need access to stable rental homes. We are glad to see that the Region will further promote the creation of secondary suites.

The Region's plan to adopt Inclusionary Zoning is also an important step in equipping itself with a policy tool that can capture some of the value generated from booming property markets to redirect it towards the public good in the creation of affordable housing and mixed-income communities. It is important that the Inclusionary Zoning bylaw is strong enough to result in the building of a range of affordable units and we hope the set aside rate of 10 percent, which was deemed feasible by the NBLC report, is approved. We also acknowledge the provincially imposed geographic limits within which the Region has had to contemplate its application of the Inclusionary Zoning policy. Where major transit station areas (MTSAs) are considered, we support the Region in its plans to coordinate with municipalities to design these areas as complete communities.

Given these comments, we ask that you consider the following when approving the Regional Official Plan Amendment:

1. Increase the target for affordable rental units and supportive housing, as low-income households represent the greatest housing need in the Region. It is our hope that these units will be deeply affordable and that their affordability timeline can be expanded to 99 years.
2. Tie affordability to the incomes of the tenants rather than average market rents, which do not reflect the real time needs of renter households as asking rents are considerably higher than average market rents.
3. Prioritize ownership and administration of new affordable rental housing by non-profits, co-op housing providers and other community partners, especially those built on regionally owned and underutilized lands. Public assets should be used to build deeply affordable housing that will remain affordable in perpetuity, provided by non-profits and co-operatives.
4. Encourage affordable purpose-built rental developments, as well as the creation of secondary units in the provision of affordable housing options both within and external to MTSAs.
5. Improve intergovernmental coordination to secure funding and support to increase the supply of affordable housing.
6. Ensure a strong IZ policy is adopted and ensure frequent reviews of the policy to improve the quality of the initiative.

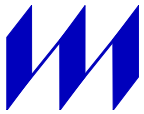
Thank you for your consideration of our recommendations. We look forward to providing our housing expertise as the policy evolves and welcome further discussions with the Region to

ensure this policy meets its goal of building the affordable housing the Region of Peel and its residents so desperately need.

Sincerely,

A handwritten signature in black ink that reads "B. Shadpour". The signature is written in a cursive style with a large, prominent initial "B".

Bahar Shadpour
Manager of Policy, Communications and Engagement
Centre for Equality Rights in Accommodation (CERA)



**WESTON
CONSULTING**

planning + urban design

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November 4, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

Regional Municipality of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

November 2, 2021

File 5576-2

**Attn: Tara Buonpensiero, Acting Manager, Policy Development
Kathryn Dewar, Principal Planner, Regional Planning & Growth Management**

**Re: Peel Region Municipal Comprehensive Review - Settlement Area Boundary
Expansion (August 2021 Update)
7904 Mayfield Road, Town of Caledon**

Dear Ms. Buonpensiero,

Weston Consulting is the planning consultant for Tarpa Construction Co. Ltd., the owner of the property municipally addressed as 7904 Mayfield Road in the Town of Caledon (herein referred to as the 'Subject Property'). The Subject Property has an approximate lot area of 7.47 hectares (18.46 acres) that currently contains a garden supply centre and nursery. The property is designated as Prime Agricultural Area within the Peel Region Official Plan and Town of Caledon Official Plan. Weston Consulting has been engaged to assist the owner in participating in both the Peel Region and the Town of Caledon Municipal Comprehensive Review (MCR) process.

The purpose of this letter is to respond to the Region's latest Draft Conceptual Settlement Area Boundary Expansion (SABE) 2051 Map and policies that were released in August 2021.

August 2021 SABE Update

The Region's Draft Conceptual Settlement Area Boundary Expansion (SABE) was recently updated in August 2021 and designates the Subject Property within the *SABE Employment Area*. Per our earlier submission correspondence in January 2021, we continue to be supportive of this designation for the Subject Property. We maintain our opinion, that existing services and infrastructure can logically be extended to the Subject Property, and that their location will allow for new connectivity and synergies with other nearby existing and proposed employment areas and major transportation corridors.

Furthermore, we have reviewed the draft policies for *Employment Areas* within the latest consolidation of the Draft Regional Official Plan, and are particularly supportive of the following:

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
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Policies

5.8.18 Require the local municipalities to include employment designations in their official plans to accommodate a diverse range of employment uses to achieve the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses.

5.8.24 Assist the local municipalities in maximizing their economic development objectives and facilitating the development of Employment Areas through the provision of Regional infrastructure and services such as water and wastewater services, transportation and human services to Employment Areas based on the availability of servicing capacity and subject to capital budget allocation.

5.8.26 Employment Areas are encouraged to be planned to achieve a minimum employment density of:

26 jobs per hectare in Caledon

30 jobs per hectare in Brampton

45 jobs per hectare in Mississauga

5.8.27 Protect and support existing and future Employment Areas in the vicinity of the Toronto Pearson International Airport, the Brampton Flying Club Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.

5.8.29 Ensure retail and commercial uses that are accessory to the primary employment use may be permitted in Employment Areas in accordance with the local municipalities official plan.

We are supportive of these draft policies which instruct local municipalities to provide for a diverse range of employment uses and accessory uses, establish minimum employment densities, protect existing and future *Employment Areas* near key infrastructure, and allocate Regional infrastructure to service *Employment Areas*. It is critical that the proposed Regional Official Plan facilitate the broadest range of uses within newly designated *Employment Areas*. Broad and diverse land use permissions will allow new *Employment Areas* to respond and develop rapidly according to market conditions, including providing desirable local services to employees and customers.

Accordingly, we ask that the Region ensure that the broadest range of industrial uses, including offices, will be permitted within *Employment Areas*, along with supportive and compatible commercial and retail uses such as gas stations, restaurants, banks, daycares, and automotive shops. As well, the broadest range of accessory uses including outdoor storage, retail and commercial space, office, should be permitted to support principal employment uses. The above requested uses are logical in nature, in that they can further support the recently altered designation of the lands to the north along Humber Station Road, which are now proposed to be *SABE Community Area*.

We appreciate your consideration of the above and formally request that the comments contained herein be kept on record within the SABE process as Regional Staff finalizes the proposed Regional Official Plan schedules and policies.

We reserve the right to provide further comment on the Peel Region MCR and request to be notified of any further revisions, approvals and notices applicable to the MCR process. Further correspondence and comment may be provided as more information becomes available. Should you have questions or require anything further, please do not hesitate to contact the undersigned (ext. 236) or Paul Tobia (ext. 290).

Yours truly,

Weston Consulting

Per:



Kevin Bechard, BES, M.Sc., RPP
Senior Associate

- c. Armando Rosano, Tarpa Construction Co. Ltd.
Dan Kraszewski, D.J.K. Land Use Planning
Ed Sajecki, Acting Chief Planner, Town of Caledon



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

November 4, 2021

GWD File:
18.2570.00 Peel 2051

Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, Ontario
L6T 4B9

RECEIVED
November 4, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

**Attention: Mr. Adrian Smith, Director
Regional Planning & Growth Management, and Chief Planner**

**Subject: Peel 2051 Official Plan Review – Public Input Letter
12404 Airport Road
Town of Caledon, Ontario
Part of Lot 20, Concession 6 E.H.S (Chinguacousy)**

Dear Adrian:

Gagnon Walker Domes Ltd. (GWD) acts as Planning Consultant to Mr. Antonio & Raffaella Petrella, the Registered Owners of the property municipally known as 12404 Airport Road in the Town of Caledon (hereinafter referred to as the “subject site”).

The subject site is rectangular in shape, having a total area of approximately 4.11 hectares (10.16 acres) and a road frontage of 125 metres (410 feet) along the west side of Airport Road. It is situated approximately 1.2km north of Mayfield Road. It is occupied by a single detached residential dwelling and a detached equipment storage building. Access is provided by two (2) separate vehicular driveways.

Surrounding land uses include warehouses, the Tullamore Industrial Park, aggregate operations, assorted transport companies, and rural residential.

Appendix 1 includes aerial photography of the subject site and immediate area.

History

The Petrella family acquired the subject site in 1976 and has resided on the property for over 40+ years. Petrella Transport Limited has historically and continuously used the property since the early 1980's for transportation and storage related activities including sand and aggregate haulage and the storage of oversized vehicles, machinery, and equipment on site.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

GAGNON WALKER DOMES LTD.
21 Queen Street East, Suite 500 • Brampton ON Canada L6W 3P1 • P: 905-796-5790
3601 Highway 7 East, Suite 310 • Markham ON Canada L3R 0M3 • P: 905-477-6556
www.gwdplanners.com • Toll Free: 1-855-771-7266

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CAUTION**

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Overview of Current Planning Policy and Zoning

Region Peel Official Plan (2018) designates the subject site 'Rural System' on Schedule D: Regional Structure and 'Prime Agricultural Area' on Schedule B: Prime Agricultural Area.

Town of Caledon Official Plan (2018) designates the subject site 'Prime Agricultural Area' on Schedule A: Town of Caledon Land Use Plan.

Town Zoning By-law 2006-50; as amended; zones the subject site 'Agricultural (A)'.

Appendix 2 includes mapping excerpts from the Town's Official Plan and Zoning By-law.

Peel 2051 Official Plan Review

Our Client has a significant interest in the Region of Peel 2051 Official Plan Review. They also have an interest in the Town of Caledon Official Plan Review. They are excited about the prospect of having their property being located within the proposed Settlement Area Boundary Expansion (SABE) Employment Area (**Appendix 3**).

Their lands are ideally positioned to accommodate a portion of the employment growth anticipated north of the Tullamore Industrial/Commercial Centre. Advancing employment and more specifically industrial land use permissions on the subject site is compatible with the existing development to the south and east.

They wish to express general support for the direction the Region is taking. It is their understanding that site specific employment land uses will be set out in the local plans. The range of designations will ultimately contribute to the local and regional employment forecasts. They respectfully requests that any future employment designation on the subject site recognize and continue to permit its historical use.

Copies of the technical studies and materials that are currently available for public review have been secured. They note the following on the draft Official Plan Schedules and Figures:

Schedule X12: Rural System identifies the subject site as 'Prime Agricultural Area' with a 'Draft Conceptual Settlement Area Boundary Expansion' overlay;

Schedule Y6: Employment Areas identifies the subject site as 'Draft Employment Areas' with a 'Draft Conceptual Settlement Area Boundary Expansion Employment Area' overlay.

Schedule Z1: Regional Structure designates the subject site as 'Urban System' with a '2051 New Community Area' overlay;

Schedule Z2: Strategic Growth Areas identifies the subject site as 'Urban System' with a 'Draft Conceptual Settlement Area Boundary Expansion' overlay;



Schedule Z3: The Growth Plan Policy Areas in Peel identifies the subject site as 'Designated Greenfield' with a 'Draft Conceptual Settlement Area Boundary Expansion' overlay;

Figure Y6: Strategic Goods Movement Network identifies Airport Road as a 'Primary Truck Route'.

Closing Remarks

Additional submissions or requests for information may be forthcoming once our Client's Consultant Team has completed its review. They reserve the right to provide further comments as necessary during the consultation process. They welcome the opportunity to meet with Regional Staff towards determining the appropriate long term policy framework for its lands and the area context.

Kindly accept this letter as our formal request to be notified of all future Workshops, Open Houses, Planning Committee and Council meetings to be held in connection with the Region of Peel 2051 Official Plan Review.

Should you have any questions, please contact the undersigned.

Yours truly,

Marc De Nardis, B.U.R.P.I., M.C.I.P., R.P.P.
Planning Associate
mdenardis@gwdplanners.com

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner
mgagnon@gwdplanners.com

c.c. Virpal Kataure, Region of Peel, Principal Planner
Ed Sajecki, Town of Caledon, Chief Planning Officer
Loopstra Nixon LLP



APPENDIX 1 – 12404 AIRPORT ROAD, TOWN of CALEDON



AERIAL IMAGE - CONTEXT PLAN
12404 AIRPORT ROAD
TOWN of CALEDON
REGION of PEEL

LEGEND

-  **SUBJECT SITE**
-  **TULLAMORE SETTLEMENT BOUNDARY**


P.N.: 18.2570	Date: November 3, 2021
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2570_ Nov.3.2021
 <small>21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 6790</small>	 <small>3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556</small>

APPENDIX 1 – 12404 AIRPORT ROAD, TOWN of CALEDON



HISTORICAL AERIAL IMAGERY REVIEW
2018 AERIAL IMAGE
12404 AIRPORT ROAD
TOWN of CALEDON
REGION of PEEL

LEGEND

 **SUBJECT SITE**

P.N.: 18.2570

Date: November 22, 2018

Scale: N.T.S

Revised:

Drawn By: D.S.

File No.: PN 2570_ Nov.22_2018



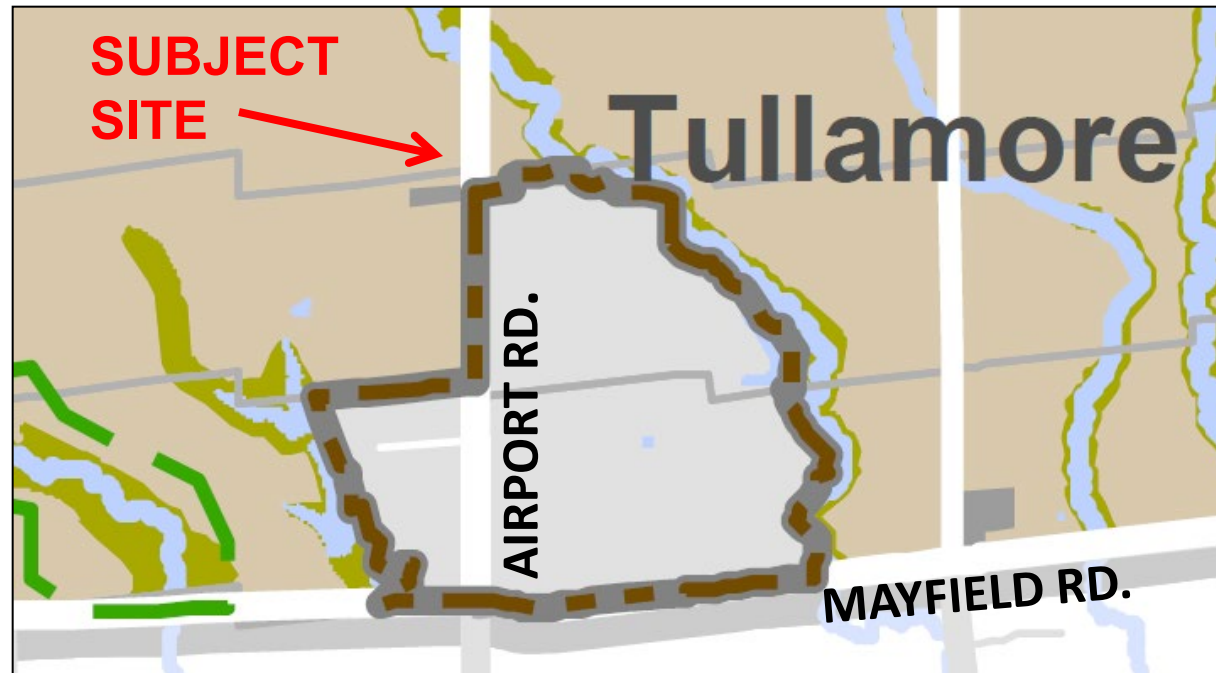
BRANTON
 21 Queen Street East
 Suite 500
 Brantford, ON
 L9W 3P1
 P (505) 756 - 5750

GWD
 Green Water Design
 Toll Free
 1 (855) 771-7266
 www.gwdplanners.com

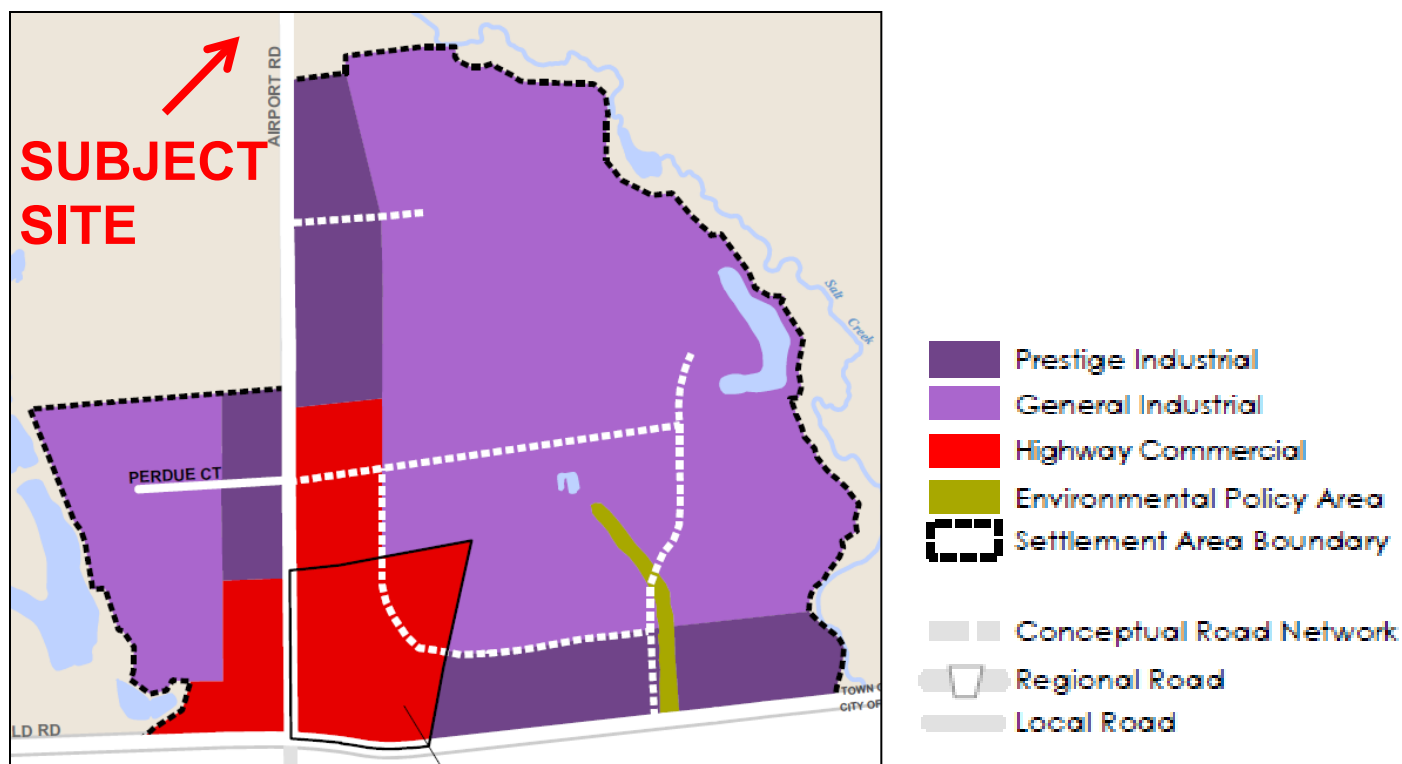
HARRIS
 3601 Highway 7 East
 Suite 310
 Markham, ON
 L3R 0M3
 P (905) 477 - 6556

Land Use Designations

Schedule A: Town of Caledon Land Use Plan



Schedule N: Tullamore Land Use Plan



Region of Peel Official Plan

- Rural System
- Prime Agricultural Area
- Major Road (Airport Road)

Town of Caledon Official Plan

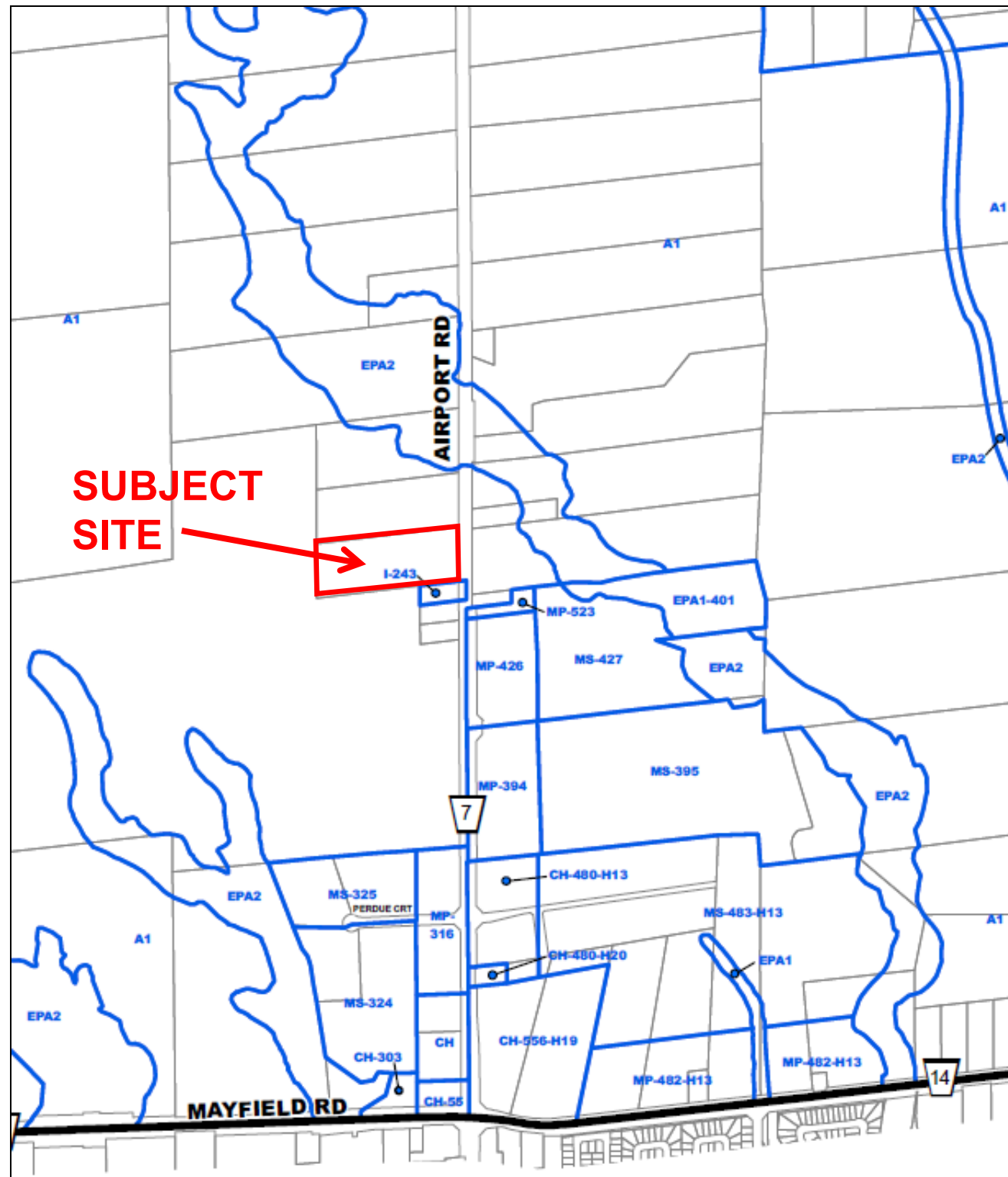
- Prime Agricultural Area
- High Capacity Arterial (Airport Road)
- Located on periphery of Tullamore Employment Area

Zoning By-law

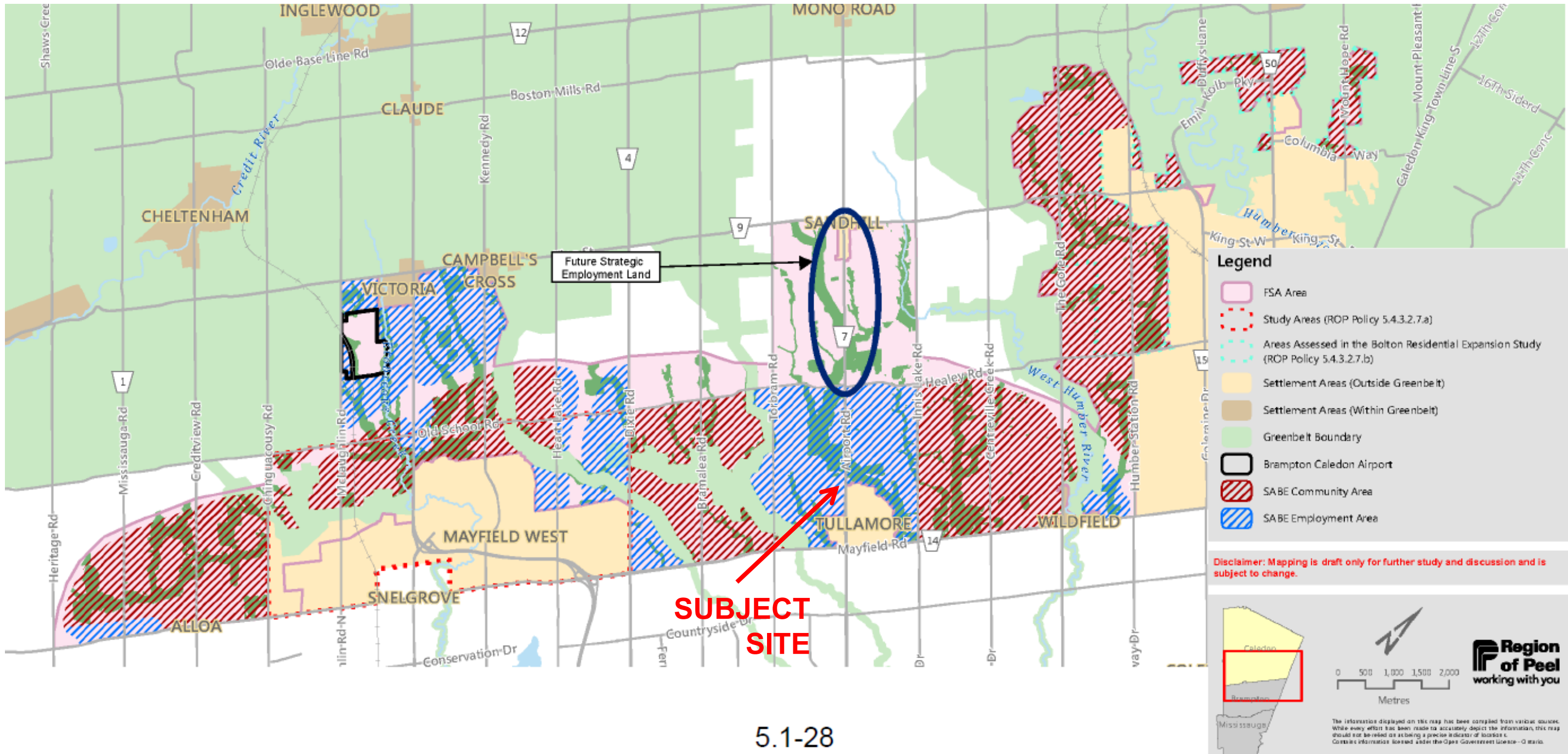
Zoning By-law 2006-50 (formerly 861 and 87-250) zones the property “*Agricultural (A1)*”.

Permitted uses include (but are not limited to):

- Agricultural-related Industrial Use
- Dwelling, Detached
- Farm
- Farm Equipment Storage Building
- Gasoline Pump Island, Accessory
- Open Storage, Accessory



Draft Settlement Area Boundary Expansion (Sept. 2021)



5.1-28

November 2, 2021

The Region of Peel
Regional Planning and Growth Management
10 Peel Centre Drive, Suite A
Brampton, Ontario
L6T 4B9

**ATTN: Mr. Adrian Smith, MCIP, RPP
Director and Chief Planner**

**RE: Municipal Conversion Review
9340, 9358, and 9370 Goreway Drive
City of Brampton
Candevcon File No.: P55/21W**

RECEIVED
November 4, 2021
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Sir,

Candevcon Limited is submitting this letter in support of a request to include Mixed-Use/High Density Residential uses within the Employment Area in the City of Brampton Business Employment Corridor and Lester B. Pearson Operating Area. The lands in question are located between Humberwest Parkway and Goreway Drive mid-block between Queen Street and Williams Parkway. The lands are municipally known as 9360, 9358 and 9370 Goreway Drive, as illustrated on Figure 1. The landowners to include Mixed-Use/High Density Residential uses to the existing uses. We understand a conversion must be through a Municipal Comprehensive Review ("MCR") where the following has been demonstrated:

- a) There is a need for the conversion;
- b) The Region and area municipality will continue to meet the employment forecasts of this Plan;
- c) The conversion does not affect the overall viability of the employment area and the achievement of intensification and density targets;
- d) There is existing or planning infrastructure to accommodate the proposed conversion;
- e) The lands are not required over the long-term for employment purposes;
- f) The lands do not fulfill the criteria for provincially significant employment lands;
- g) The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
- h) Cross-jurisdictional issues have been considered.

We are aware the Region is undertaking a MCR of its Regional Official Plan and a Public Meeting is scheduled for November 4, 2021. We would like the opportunity to engage in the necessary studies and research required to adequately address the criteria mentioned above to allow for the conversion of the subject lands include Mixed-Use/High Density Residential uses within the Employment Area designation. With this in mind, we would appreciate the opportunity to meet with you to discuss the necessary steps required to facilitate the said change in designation for the subject lands and receive notification of any reports and decision related to the MCR.

PROPOSAL

The proposed land use change would involve the inclusion of retail, high density residential and commercial uses on the subject lands. These lands have been designated Business Employment Corridor permitting retail, office and light industrial uses. The lands are also located within the Lester B. Pearson Operating Area. The lands represent a

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RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED

transitional area between the industrial uses found on the west side of Humberwest Parkway and the institutional and residential uses along the east side of Goreway Drive. The inclusion of the mixed-use/high density residential uses would provide an added buffer to the sensitive land use on the east side of Goreway Drive from the manufacturing warehouse uses located on the west side of Humberwest Parkway while assisting in meeting regional and city population and employment targets.

Under new Regional Official Plan Policy (Policy 5.8.31) local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands within Business Corridor in Brampton subject to municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrates the following:

- a) The lands to be re-designated are located on the periphery of an Employment Area;
- b) The building(s) have direct frontage onto a corridor that is supported by existing or planned higher order transit;
- c) The proposed uses are accommodated in a multi-storey mixed use office building;
- d) Appropriate transition and buffering are provided to sensitive uses;
- e) The planned function and viability of the Employment Area including movement of goods are not adversely impacted; and
- f) The development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.8.26.

Furthermore, under new Regional Official Plan Policy (Policy 5.8.32) Employment Areas within delineated Major Transit Station Areas have the potential to integrate non-employment uses. The policy permits retail, residential, commercial and non-ancillary uses without the requirement of an amendment to this Plan, subject to the completion of a municipally initiated planning study and local official plan amendment to implement the requirements of Section 16(16) of the *Planning Act* R.S.O 1990, to the satisfaction of the Region. The subject lands are within or just outside the 800 metres radius of a planned Major Transit Station located at the corner of Queen Street and Humberwest Parkway. We would respectfully request the subject lands be included in the Queen Street Humberwest Parkway planned Major Transition Station radius to allow for the inclusion of mixed-use/high density residential uses within the Business Corridor designation for these lands.

The City of Brampton's Official Plan Employment Policies for the Business Corridor (Policy 4.4.1.7) allows for the addition of non-employment uses within the designated Business Corridor subject to a municipal comprehensive review. The additional non-employment uses would require an official plan amendment, including an amendment to the Secondary Plan which demonstrates:

- a) There is a need for the conversion;
- b) The city will meet the employment forecasts set out in Section 2 of the City Official Plan;
- c) The conversion will not adversely affect the overall viability of the employment area and achievement of the intensification target, density targets and other policies of the City's Official Plan;
- d) There is existing or planned infrastructure to accommodate the proposed conversion;
- e) The lands are not required over the long term for the employment purposes for which are designated; and
- f) Cross-jurisdictional issues have been considered.

EMPLOYMENT LAND CONVERSION CRITERIA

The following will briefly address the conversion criteria. A more detailed analysis would be undertaken at time of rezoning and site plan application development stage.



1. THE NEED FOR THE CONVERSION

With the onset of the COVID pandemic, financial viability as well as competitive restrictions have required landowners to consider alternative options for development. The inclusion of mixed use/high density residential uses within the Business Corridor for the subject lands would provide additional investment choices to the landowners while allowing young adults to live in close proximity to the workplace building on the established community environment currently along Goreway Drive.

2. THE REGION AND AREA MUNICIPALITY WILL MEET THE EMPLOYMENT TARGETS FOCASTED OF THE PLAN

The employment targets forecasted for the City of Brampton is 30 jobs per hectare. The inclusion of mixed use/high density residential uses within the Business Corridor for the subject lands would provide additional investment choices to the city and landowner creating more job opportunities than if the lands were developed as an industrial use, increasing the potential to meet the regional and local employment targets.

3. THE CONVERSIONS WILL NOT ADVERSELY AFFECT THE OVERALL VIABILITY OF THE EMPLOYMENT AREA AND THE ACHIEVEMENT OF THE MUNICIPAL INTENSIFICATION TARGET, DENSITY TARGETS AND OTHER POLICIES OF THE PLAN

The inclusion of mixed-use/high density residential uses would not adversely affect the overall viability of the employment area or the achievement of municipal intensification and density targets. The employment targets can realistically be attained with the additional office and retail uses generated by the mixed-use development. The residential component of the proposed development will assist in meeting the population density targets forecasted for the regional and area municipality. Studies will need to be undertaken to support this claim.

4. THERE IS EXISTING OR PLANNED INFRASTRUCTRE IN PLACE TO ACCOMMODATE THE POPOSED USE

The inclusion of mixed-use/high density residential use development would take advantage of the current infrastructure and build on what is in place to accommodate the proposed use.

5. THE LANDS ARE NOT REQUIRED OVER THE LONG-TERM EMPLOYMENT PURPOSES FOR WHICH THEY ARE DESIGNATED

The inclusion of mixed-use/high density residential development will include the addition of retail and commercial uses further contributing to the long-term employment potential of the lands generating more jobs in the area. The residential uses will provide additional housing for the manufacturing sector adjacent to the site. This will support the development of a more vibrant, mixed-use area around the proposed transit hub.

6. THE LANDS ARE DO NOT AFFECT THE OPERATIONS OR VIABILITY OF EXISTNG OR PERMITTED EMPLOYMENT USES ON NEARBY LANDS

The inclusion of mixed-use/high density residential uses do not affect the operation or viability of existing or permitted employment uses on nearby lands. The lands would provide a transitional area between the employment use to the west of Humberwest Parkway and the residential/institutional uses along Goreway Drive. The additional commercial uses will contribute to the generation of more jobs in the area while the



Page 4

residential uses will provide additional housing for manufacturing sector adjacent to the site both increasing the viability and attraction of the employment uses on nearby lands.

7. CROSS JURISDICTIONAL ISSUES HAVE BEEN ADDRESSED

Once the mixed-use/high density residential uses have been assigned to the Business Corridor designation, studies undertaken relating to the zoning and site plan development will address any cross jurisdictional issues.

We kindly request a meeting with you to discuss the necessary steps required to facilitate the said change in designation for the subject lands in order to ensure the landowners' interests are not negatively impacted.

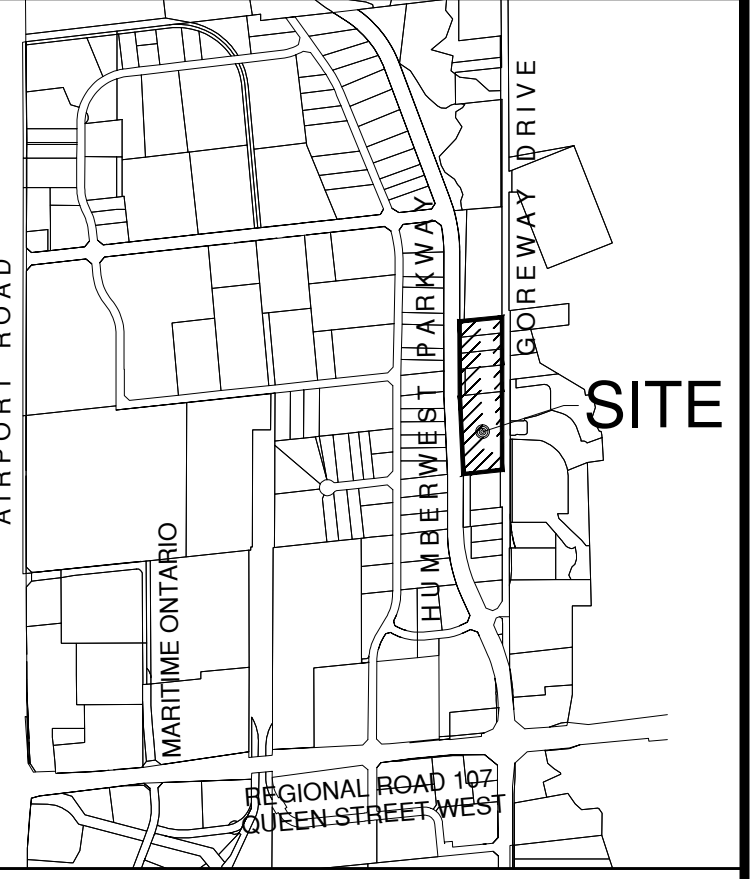
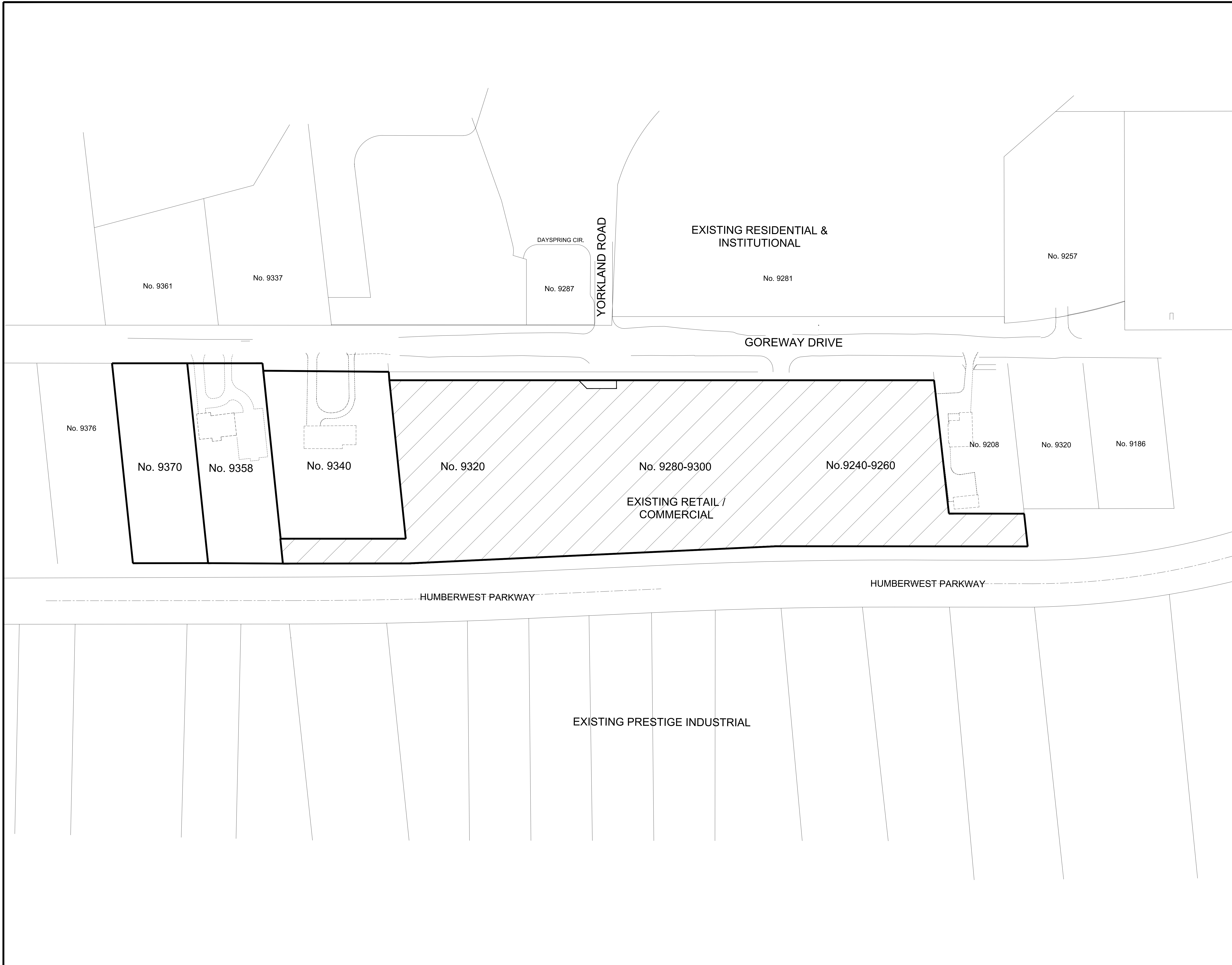
Should you have any questions regarding the content of this letter, feel free to contact the undersigned at your convenience.

Sincerely,
CANDEVCON LIMITED

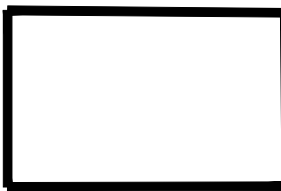
Maria Jones MCIP, RPP
Project Planner
maria@candevcon.com

cc. Harsh Pabla
Andrew McNeill, City of Brampton
Dana Jenkins, City of Brampton
Diarmuid Horgan
Steven Giankoulas





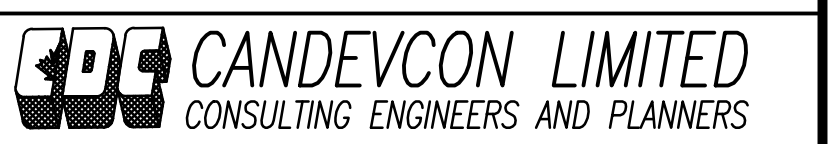
KEY PLAN

 SUBJECT PROPERTIES

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△			
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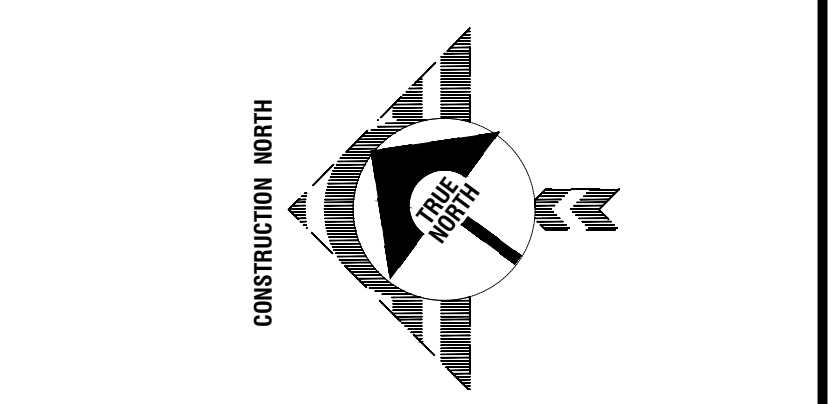
NO.	DESCRIPTION	DATE	BY
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REVISIONS



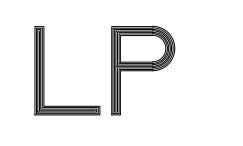
CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS

9358 GOREWAY DRIVE BRAMPTON, ONTARIO L6P 0M7
TEL: (905) 794-0000 FAX: (905) 794-0011



**9340, 9358 & 9370
GOREWAY DRIVE**

LOCATION PLAN

DRAWN BY:	S.G.	PROJECT No.:	P55/21W
DESIGN/CHECK BY:		DRAWING No.:	
SCALE:	1:300		
DATE:	NOV., 1st 2021		



RECEIVED

November 4, 2021

REGION OF PEEL

OFFICE OF THE REGIONAL CLERK

November 4th, 2021

To Peel Regional Councillors

RE: Inclusionary Zoning Official Plan Amendment, Zoning By-law Amendment and Draft Implementation Guidelines

Peel Region has been working on a new policy that would force new developments to set aside a percentage of units as affordable housing. This is thanks to the pressure of many housing and anti-poverty advocates like ACORN members, and allies, across Ontario who won Inclusionary Zoning (IZ) policies in 2018 from the Provincial Government after years of campaigning. ACORN members fought for Inclusionary Zoning because we are facing the housing crisis every day.

However, the housing crisis continues to grow, and policies such as Inclusionary Zoning are one tool that can help address the problem while also taking profit away from rich developers and delivering them to low and moderate-income communities in the form of affordable housing. This is why there is an organized push by developers to push back and weaken what is currently being proposed.

For Toronto's Inclusionary Zoning plans, ACORN has moved the proposed bylaw from a weak policy to something much bolder. We've gone from units being affordable for 25 years, to units being kept affordable for 99 years. We've moved the definition of affordable from average market rent to a definition based on 30% of household income. We've gone from bad to better and that's what we'd like to see happen with Peel's plans. We cannot accept that Inclusionary Zoning is setting aside "50% of 30%" for low-income families. Yes, the housing crisis is affecting whole sections of our society, but low and moderate-income families are those who are at most risk of housing insecurity and poverty. We see it and live every day in Cooksville, and what we're seeing is more rich condo developments and not enough housing targetted for people like me and my neighbours in one of Peel's lowest-income neighbourhoods.

We are also extremely displeased with how Inclusionary Zoning is applied only along major transit routes. We recognize this is beyond Peel's power to change, but low-income members of Peel ACORN want the Region to know we want to build and preserve communities for low-income people, and we cannot reasonably do this exclusively in dense high-rise neighbourhoods. We need more affordable housing

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options than just busy and dense transit ways to grow and nurture low-income neighbourhoods.

Overall, the currently proposed policy is not good enough. Working-class people in Peel cannot wait years, and they cannot accept such a weak version of Inclusionary Zoning. We need to see something much bolder which will speed up and strengthen the program for low-income people. We need to see our right to housing protected and for the Region to take advantage of this major opportunity.

Peel ACORN members demand the following:

- Require the MAXIMUM amount of units possible set aside as permanent, deeply affordable, rental housing
- Inclusionary Zoning must be fully phased in by 2025
- It must be fully phased in at 30% set aside as affordable for low-income families - which city studies have shown will allow developers to get 15% profit and landowners to get 10% above the value of their land
- It must prioritize affordable rental housing, which is more affordable for lower-income households, in all developments, by targeting set-aside rates that will incentivize rental over ownership
- Maintain the current proposal of units being affordable forever, no sunset-clause
- Bring in a new definition of 'affordable', based on income NOT market rent
- That Inclusionary Zoning policies apply to all new developments with 60 units or more

On behalf of Peel ACORN,

Marcia Bryan,

Chair, Cooksville ACORN