



Planning and Development Committee Meeting Consolidated Agenda

Please note that added or revised items are denoted by an asterisk (*).

Tuesday, November 19, 2019

7:00 p.m.

Council Chamber, Town Hall

Pages

1. CALL TO ORDER

2. DISCLOSURE OF PECUNIARY INTEREST

3. CONSENT AGENDA

4. PUBLIC MEETING

- | | | |
|-----|---|----|
| 4.1 | Proposed Official Plan Amendment and Zoning By-law Amendment:
13233 and 13247 Nunnville Road, Ward 5 | 4 |
| 4.2 | Proposed Official Plan Amendment and Zoning By-law Amendment: 4
Walker Road, Ward 3 | 22 |
| 4.3 | Zoning By-law Amendment and Site Plan Amendment: 0 Coleraine Drive,
12300 Coleraine Drive; 12400 Coleraine Drive; and 12592 Coleraine
Drive, Ward 4 | 40 |

5. PRESENTATIONS

- | | | |
|-----|---|----|
| 5.1 | GTA West Corridor Route Planning and EA Study | 55 |
| | Presentation from Lukasz Grobel, Senior Project Manager, Ministry of
Transportation and Jim Dowell, Consultant Project Manager, WSP
regarding the GTA West Corridor Route Planning and EA Study | |

6. DELEGATIONS

- | | | |
|------|--|----|
| *6.1 | Matthew Cory from Malone Given Parsons Ltd. re: GTA West Corridor
Route Planning and EA Study | 76 |
| *6.2 | Sherry Brioschi re: GTA West Corridor Route Planning and EA Study | |

7. STAFF REPORTS

7.1	Staff Report 2019-0236: Proposed Street Renaming, Cross Country Blvd. to Roy Clarkson Way	112
8.	<u>RECOMMENDATIONS OF ADVISORY COMMITTEES</u>	
8.1	Heritage Caledon Committee Report	118
	Heritage Caledon Committee Report, dated November 11, 2019	
8.2	Committee Report 2019-0245: Recommendations for Allocation of Designated Heritage Property Grant Funding for Autumn 2019	123
	That the recommended second allocation in 2019 for the Designated Heritage Property Grant Program recipients listed in Schedule A of Staff Report 2019-0245, be approved.	
8.3	Award of Excellence Nominations	
	That Jimmy Pountney and Luci Verdile be recognized as the 2019 recipients of the Heritage Caledon Award of Excellence	
9.	<u>CORRESPONDENCE</u>	
9.1	General Correspondence	
9.1.1	GTA West Corridor Route Planning Public Information Feedback	127
	Letter from Scott Arbuckle, Director and Office Lead, IBI Group, regarding GTA West Corridor Route Planning Public Information Feedback, dated October 31, 2019	
9.1.2	A Place to Grow: Growth Plan for the Greater Golden Horseshoe	131
	Letter from the Honourable Steve Clark, Minister of Municipal Affairs and Housing, regarding the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, dated November 12, 2019	
9.2	Memorandums	
9.2.1	Official Plan 2041 Review Update	133
	Memorandum from Sylvia Kirkwood, Manager, Policy and Sustainability, regarding Official Plan 2041 Review Update, dated November 19, 2019	

Memorandum from Douglas McGlynn, Heritage and Urban Design Planner, Policy and Sustainability, regarding 17923 Shaws Creek Road (The Pinkney House) dated November 19, 2019

10. **ADJOURNMENT**

11. **Accessibility Accommodations**

Assistive listening devices for use in the Council Chamber are available upon request from the Staff in the Town's Legislative Services Section. American Sign Language (ASL) Interpreters are also available upon request.

Please provide advance notice if you require an accessibility accommodation to attend or participate in Council Meetings or to access information in an alternate format please contact Legislative Services by phone at 905-584-2272 x. 2366 or via email to legislative.services@caledon.ca.

Public Meeting Information Report

Community Services Department - Planning & Development

Public Meeting: November 19, 2019 at 7:00 p.m. in Council Chambers, Town Hall

Applicant: WSP Canada Ltd. on behalf of Bolton Midtown Developments Inc.

File No.: POPA 19-04, 21T-19001C and RZ 19-05

The Purpose of a Public Meeting:

In accordance with the *Planning Act*, a Public Meeting is held for applicants to present their proposal to the public and Council and to receive comments and answer questions that the public and members of Council may have.

Staff and Council will not be commenting on the proposal or making any recommendations at the Public Meeting. A Planning Report may be brought forward by staff and considered by Council at a later date.

As a member of the public, you are welcome to request to be notified of any future Public or Council Meetings. Please provide your contact information on the 'Sign-In' sheet provided in the lobby. Please be advised that the sign-in information will form part of the public record for these applications.

Property Information:

The subject lands are located at 13233 and 13247 Nunnville Road, in the Rural Service Centre of Bolton. See Schedule "A" – Location Map, attached. The subject lands consist of two parcels having one existing dwelling on each parcel. The combined area of the site is approximately 3.33 ha (18.23 ac) in size fronting Nunnville Road. The lands are surrounded by existing estate residential uses to the north and south, residential subdivisions (i.e. single detached units) to the west and Albion Vaughan Road to the east, which is the boundary between the Town of Caledon and King Township. A portion of treed valleylands associated with the Main Humber River Valley traverses the north of the subject lands. Please see Schedule "B" – Aerial Map, attached.

The Region of Peel's Official Plan designates the lands as "Core Areas of the Greenlands System" (Schedule A – Core Areas of the Greenlands System in Peel); "Rural Service Centre" (Schedule D – Regional Structure); and "Built-up Area" (Schedule D4 – The Growth Plan Policy Areas in Peel). The Town's Official Plan designates the lands as "Rural Service Centre" (Schedule A-1 – Town of Caledon, Town Structure); "Special Residential" (Schedule C-2 – Bolton South Hill Land Use Plan); and "Environmental Policy Area" (Schedule C-2 – Bolton South Hill Land Use Plan). The subject lands are zoned "Estate Residential – 13" (RE-13) and "Environmental Policy Area 1" (EPA1) within consolidated Zoning By-law 2006-50, as amended.

Proposal Information:

Applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision were submitted by WSP Canada Ltd. to the Town and deemed complete on August 20, 2019.

The applications propose to amend the Official Plan, establish a Plan of Subdivision and amend the Zoning By-law on the subject lands to permit the creation of a 35-lot residential plan of subdivision on a site approximately 3.33 ha (8.23 ac) in size. The applicant proposes to amend the Official Plan to re-designate the lands from the Special Residential Area and Environmental Policy Area to Low Density Residential and Environmental Policy Area. Lands designated Residential Policy Area are recognized in the Town's Official Plan for development, but may be subject to specific constraints including timing, servicing and other factors. Residential Policy Areas will be used to manage the release of land for development consistent with the Principles, Strategic Directions, Goals and Objectives, Population and Employment



Public Meeting Information Report

Community Services Department - Planning & Development

Forecasts, and Population Allocation of the Official Plan. These lands may be considered for redevelopment by an amendment to the Official Plan, and subject to the preparation of a Secondary Plan or additional studies to address servicing, appropriate uses and their demand, transportation issues, and other areas Council may request. Please see Schedule “C” – Proposed Official Plan Amendment, attached.

A Zoning By-law Amendment is proposed to change the Estate Residential Exception-13 (RE-13) Zone and Environmental Policy Area 1 (EPA1) Zone to a site specific Residential One-Exception (R1-XX) Zone for the residential lots and Environmental Policy Area 1 (EPA1) Zone for the environmental blocks. Please see Schedule “D” – Proposed Zoning By-law Amendment, attached.

The Draft Plan of Subdivision proposes to create 35 residential freehold lots with a range of frontages and areas all totaling 1.54 ha (3.80 ac) in area, accessed by a proposed public road, serviced by municipal water and wastewater services and with an overland flow block for drainage purposes. Two environmental blocks totaling 1.33 ha (3.28 ac) in size have been proposed. Please see Schedule “E” – Draft Plan of Subdivision, attached.

Consultation:

In accordance with the *Planning Act*, a Notice of Application was mailed to all landowners within 120 m (393.7 ft) of the subject lands. In addition, the Notice was placed in the Caledon Enterprise and Caledon Citizen on August 29, 2019 and signage is posted on the property.

The first submission of the application was circulated to internal departments and external agencies and is currently under review. Once all the comments are received, staff will provide the applicant with a letter of consolidated comments. Comments will be made available on the Town’s website. The following is a brief summary of comments received to date:

- **Toronto and Region Conservation Authority (TRCA):** The applicant has adequately delineated the limits of the natural system on the property, which includes a portion of the Humber River valley. Appropriate buffers have been provided from the features and hazards associated with the valley corridor in accordance with applicable policies. However, TRCA has comments pertaining to stormwater quality control and access to the valley and buffer blocks that should be addressed prior to draft plan approval. The draft Zoning schedule appears to exclude the 10m buffer, which forms part of the natural system, from the “Environmental Policy Area 1” (EPA1) zoning category. The draft plan submitted identifies the 10m buffer (Block 37) as Open Space (OS). The buffer forms part of the valley corridor and warrants a similar zone to the adjacent slope hazard. TRCA recommends placing the buffer in an “Environmental Policy Area 1” (EPA1) zoning category and Environmental Policy Area land use designation which have the effect of prohibiting development and structural encroachment.
- **Region of Peel:** Watermain diameter and detail design will be addressed at the engineering stage. All costs are the applicant’s expense. There are no issues with water capacity to service the proposed development. The engineering consultant is advised to contact the Region to clarify specific requirements for connection to the sanitary sewer trunk prior to preparation of a detailed engineering submission. All cost associated with the connection to the trunk shall be borne by the developer. Detail design comments will be provided at the engineering stage. There are no issues with sanitary sewer capacity to service the proposed development. Conditions of Draft Plan of Subdivision Approval were provided.

Public Meeting Information Report

Community Services Department - Planning & Development

- Town of Caledon Policy and Sustainability, Community Services: The subject lands are within the settlement area and within the delineated built boundary. The lands are currently underutilized with two existing dwellings. The proposed development would be considered an infill development. In keeping with the intent of the Town of Caledon Official Plan, the proposed subdivision will assist the Town in meeting its intensification targets. There is currently population available for the number of units proposed.
- Town of Caledon Legislative Services, Accessibility: The Town will require as a condition of draft approval, that prior to offering units for sale and in a place readily available to the public, the owner will display information regarding universal design options that may be available for purchase within the development prior to offering units for sale. The Site Plan shall indicate that exterior travel routes (sidewalks) shall be a minimum of 1.5 m wide as per the Design of Public Spaces legislation of the *Accessibility for Ontarians with Disabilities Act (AODA)*, pertaining to exterior travel routes. All sidewalks shall be connected when crossing over to another street with accessible features, such as tactile surfaces and curb ramps. If a Community Mail Box is installed, the area shall be well lit via a light standard and a curb depression from the sidewalk and/or roadway to the mail box landing area. Lighting on exterior routes of travel shall comply with the Town's lighting standard.
- Town of Caledon Finance, Finance and Infrastructure Services: The property is currently assessed as Residential. Any future development would be subject to the applicable Town of Caledon, Region of Peel, GO Transit and Education development charges as per the respective development charge by-laws.
- Town of Caledon Fire and Emergency Services, Community Services: Pressurized fire hydrants must be provided and installed in accordance with Region of Peel standards.
- Urban Design Peer Reviewer, John G. Williams Architect: Given the heightened public visibility of homes adjacent to Albion Vaughan Road, it is recommended that appropriate architectural upgrades be applied to the exposed rear and side facades. This can be implemented through the architectural control process. The Urban Design Brief and Community Design Assessment document provides a sufficient level of detailing to guide the proposed residential development. While this document is generally acceptable, some items should be expanded upon such as Low Impact Development (LID) examples, entry stairs, siding materials, garage doors and the Priority Lot Plan. Given the importance of the corner lot dwellings on Lots 1 and 35, it would be helpful for the applicant to also include conceptual corner lot designs.
- Town of Caledon Development Engineering, Community Services: Updates to engineering drawings and the Stormwater Management and Functional Servicing studies are required to meet Town of Caledon standards related to water quality, erosion and sediment control, grading, slopes, road design and outlet design. The Noise Feasibility Study is to be peer reviewed at the applicant's expense.
- Town of Caledon Open Space, Community Services: Revisions to the Landscape Drawings, Tree Inventory and Preservation Plan Report, and Urban Design Brief & Community Design Assessment are required to meet Town of Caledon standards.
- Town of Caledon, Zoning Administrator, Community Services: Staff require a revised site plan that illustrates all setbacks, dimensions, porches, balconies, driveway width etc. Staff also

Public Meeting Information Report

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require a complete zoning matrix on the revised site plan that illustrates all standards, etc.

Revisions to the draft Zoning By-law and Schedule are required to satisfy Town of Caledon staff.

- Town of Caledon, Building Services, Community Services: Provide location of fire hydrants; and ensure fire route access shall have a minimum width of 6m, minimum centreline radius of 12m and an overhead clearances shall be not less than 5m. The proposed development will be reviewed under the Ontario Building Code through the review of the Building Permit application.
- Township of King: The proposed subdivision is designed to utilize an easement at Block 36 as an overland flow path draining towards Albion Vaughan Road. A Stormwater management plan prepared by a licensed professional engineer shall be provided to demonstrate the post development release rates and to confirm that post-development runoff from the site shall not exceed the pre-development level for all major storm events. Additionally, the Stormwater management plan shall confirm that any cross culverts traversing Albion Vaughan Road will have sufficient capacity to handle all major storm events. The Developer's Engineer should provide a cover letter (signed and sealed) certifying the above and confirming that there shall be no negative impacts within the road allowance of Albion Vaughan Road.

At the time of preparing this report, comments were not received from:

- Town of Caledon Legal Services, Corporate Services;
- Municipal Property Assessment Corporation (MPAC).

The following agencies or departments have no objection to the applications or have provided conditions of approval:

- Ontario Provincial Police – Caledon Detachment;
- City of Vaughan;
- York Region;
- Town of Caledon Transportation Engineering, Finance and Infrastructure Services;
- Town of Caledon Heritage Planning, Community Services;
- Bell Canada;
- Canada Post;
- Dufferin-Peel Catholic District School Board;
- Peel District School Board;
- Enbridge Gas Inc.;
- Hydro One Networks Inc.;
- Rogers Communications.

In addition, the Notice of Public Meeting was placed in the Caledon Enterprise and Caledon Citizen on October 24, 2019 and posted on the Town's website.

Next Steps:

If you wish to be notified of the decision of the Town of Caledon on the proposed Official Plan Amendment, Draft Plan of Subdivision and/or Zoning By-law Amendment, you must make a written request to the Clerk of the Town of Caledon, 6311 Old Church Road, Caledon, Ontario, L7C 1J6.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Town of Caledon to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Clerk of the Town of Caledon before



Public Meeting Information Report

Community Services Department - Planning & Development

the proposed official plan amendment is adopted and/or the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the Clerk of the Town of Caledon in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval to the draft plan of subdivision, the person or public body is not entitled to appeal the decision of the Town of Caledon to the Local Planning Appeal Tribunal.

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the Clerk of the Town of Caledon before the proposed official plan amendment is adopted, and/or before the by-law is passed, and/or in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval to the draft plan of subdivision, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

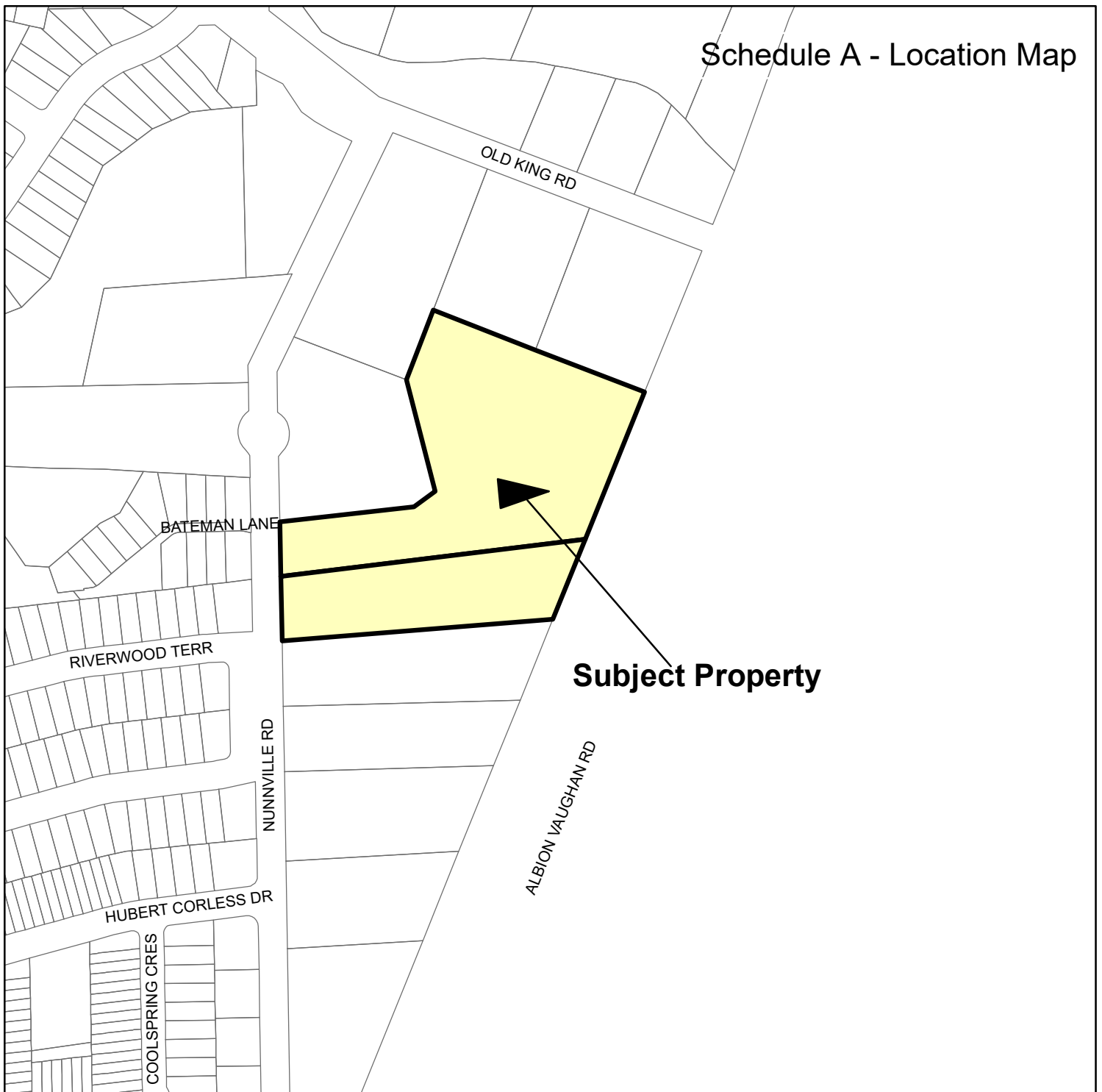
Contact:

For further information, please contact Leilani Lee-Yates, Senior Development Planner at 905-584-2272 ext. 4228 or leilani.lee-yates@caledon.ca.

Attachments:

- Schedule A: Location Map
- Schedule B: Aerial Map
- Schedule C: Proposed Official Plan Amendment
- Schedule D: Proposed Zoning By-law Amendment with Schedules A and B and Site Plan

Schedule A - Location Map



**Official Plan & Zoning By-law Amendments, and
Draft Plan of Subdivision
POPA 2019-0004, RZ 2019-0005, & 21T-19001C
WSP Canada Ltd. on behalf of
Bolton Midtown Developments Inc.**

13247 & 13233 Nunnville Road Part of Lot 7,
Concession 8 (ALB); Plan 43R2978

LOCATION MAP



Date: August 19, 2019

File No.: POPA 2019-0004, RZ 2019-0005, 21T-19001C



**Official Plan & Zoning By-law Amendments, and
Draft Plan of Subdivision**
POPA 2019-0004, RZ 2019-0005, & 21T-19001C
**WSP Canada Ltd. on behalf of
Bolton Midtown Developments Inc.**

13247 & 13233 Nunnville Road
Part of Lot 7, Concession 8 (ALB); Plan 43R2978

LOCATION MAP



Date: August 19, 2019

File No.: POPA 2019-0004, RZ 2019-0005, 21T-19001C

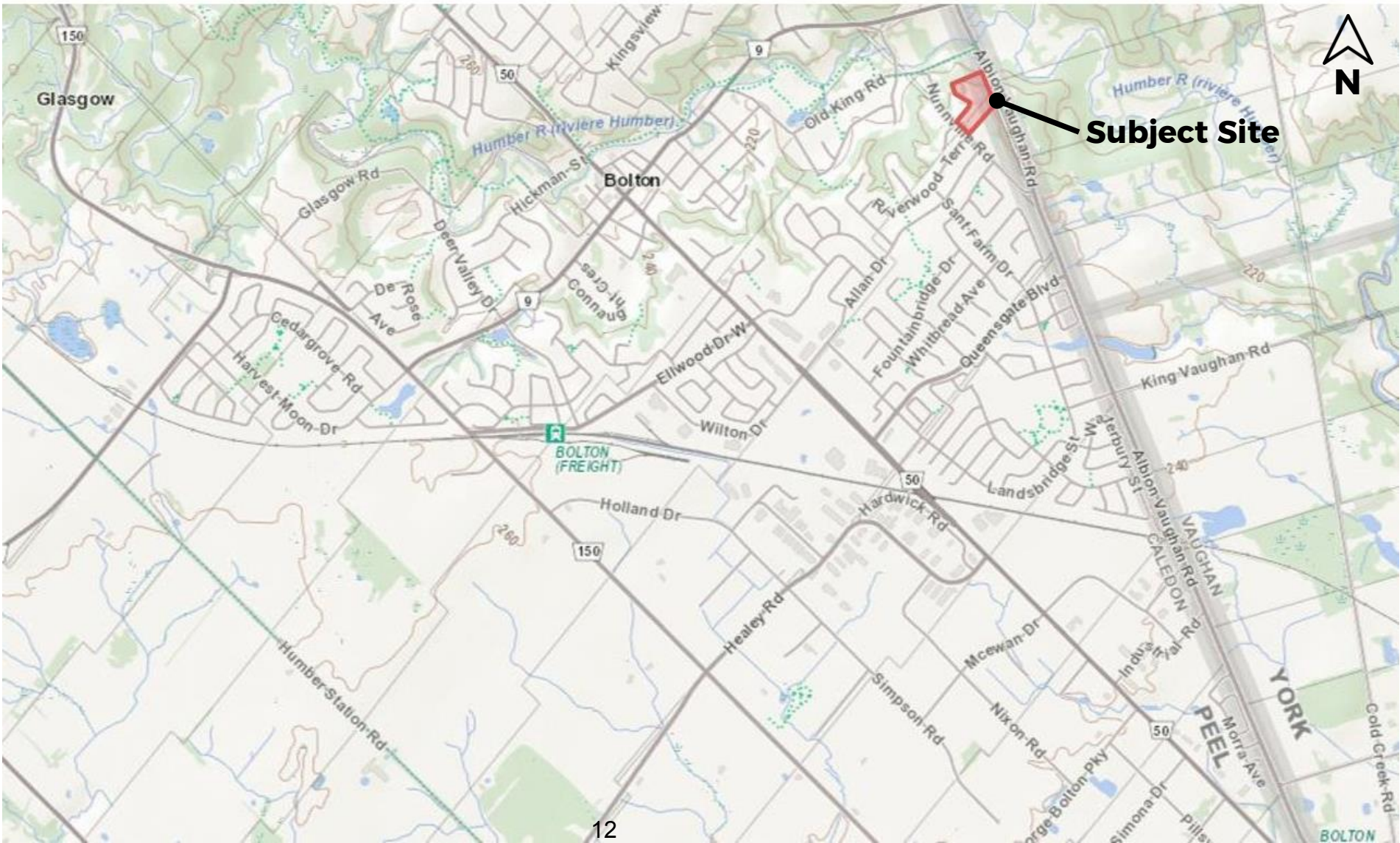
13233 & 13247 Nunnville Road

Bolton Midtown Developments Inc.

*Draft Plan of Subdivision (21T-19001C), Official Plan Amendment (POPA 19-04)
& Zoning By-law Amendment (RZ 19-05)*

Town of Caledon Public Meeting – November 19, 2019

Site Context



Subject Site



Proposed Plan of Subdivision



Site Statistics

- Site Area = $\pm 3.3\text{ha}$ (8.2ac)
 - Residential Uses = 1.54 ha (3.8ac)
 - Environmental Policy Area, Overland Flow and Open Space (Buffer) = 1.35 ha (3.34ac)
 - Road = 0.44ha (1.09ac)
- Developable Area = $\pm 2.0\text{ha}$ (5.0ac)
- Comprised of 35 single detached units
 - 16 Units = 12.2m (40 ft.) wide lots
 - 19 Units = 9.45m (31 ft.) wide lots
- Sidewalk provided on the north side of proposed street
- Public Right-of-Way (ROW) is 18m (59 ft.)
 - Includes a 7.9m (26 ft.) wide roadway

Conceptual Renderings



9.45m (31 ft.) Wide Lot =
181m² (1,950 ft²)



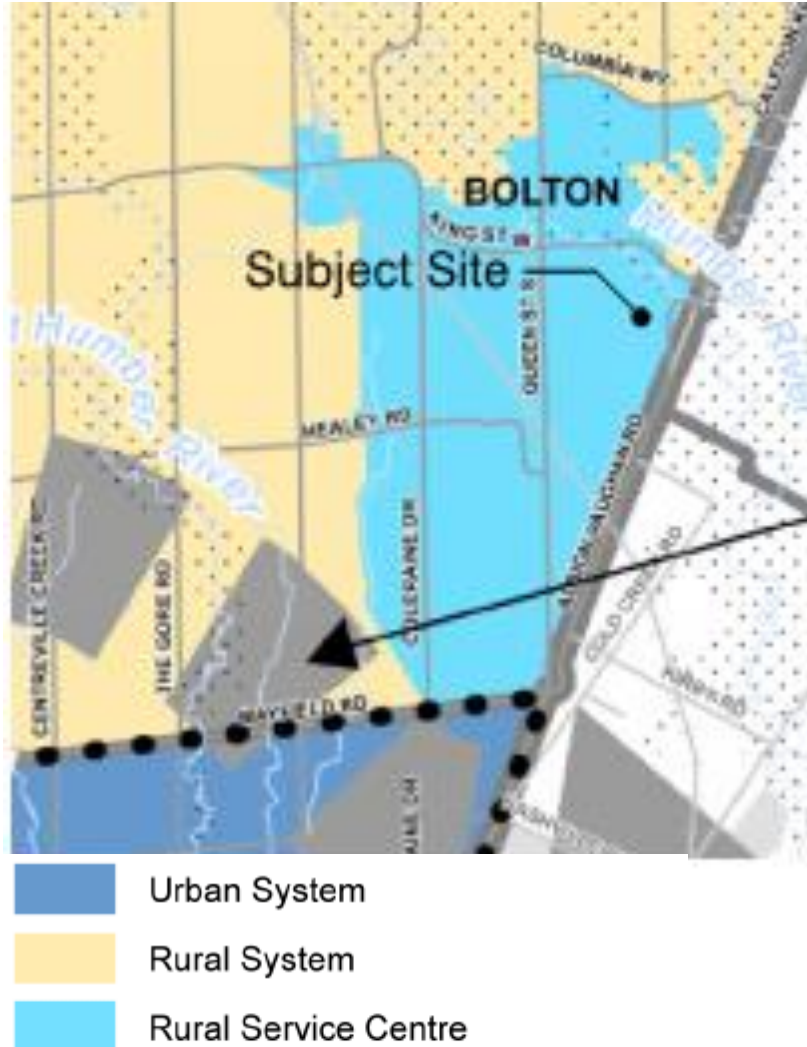
12.2m (40 ft.) Wide Lot =
260m² (2,800 ft²)

Site Opportunities



- Adjacent to a walkable, low-rise residential neighbourhood
- 5-minute walk to a neighbourhood park
- Steps away from a walking trail, associated with a natural heritage area north of the subject site
- Close proximity to Albion-Vaughan Road allowing for good site access and egress
- Hubert Corless Drive intersection to remain closed

Policy Context



- Located within a Settlement Area within the Built Boundary
 - *It optimizes existing urban land supply; and*
 - *It supports the achievement of the Provincial Growth Plan intensification targets*
 - ROP targets a minimum of 1,500 residential units by 2031 to be allocated within the built-up areas of the Town of Caledon
- Designated “Rural Service Centre” in the Region of Peel Official Plan

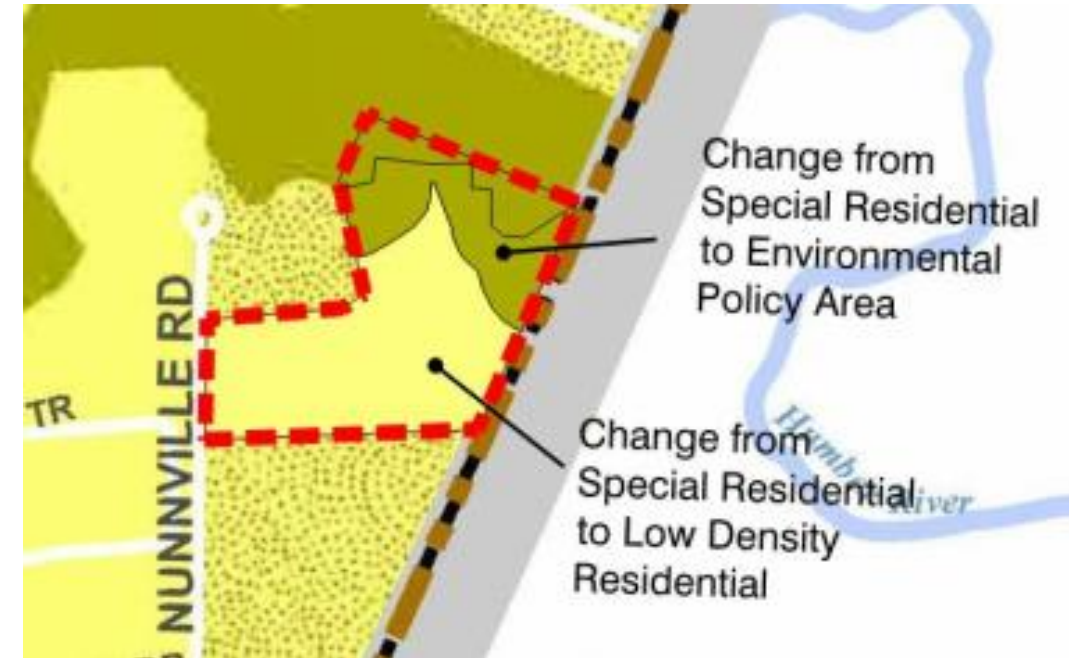
Proposed Town of Caledon Official Plan Amendment

8



Designated “Special Residential” and “Environmental Policy Area” in the Bolton South Hill Land Use Plan

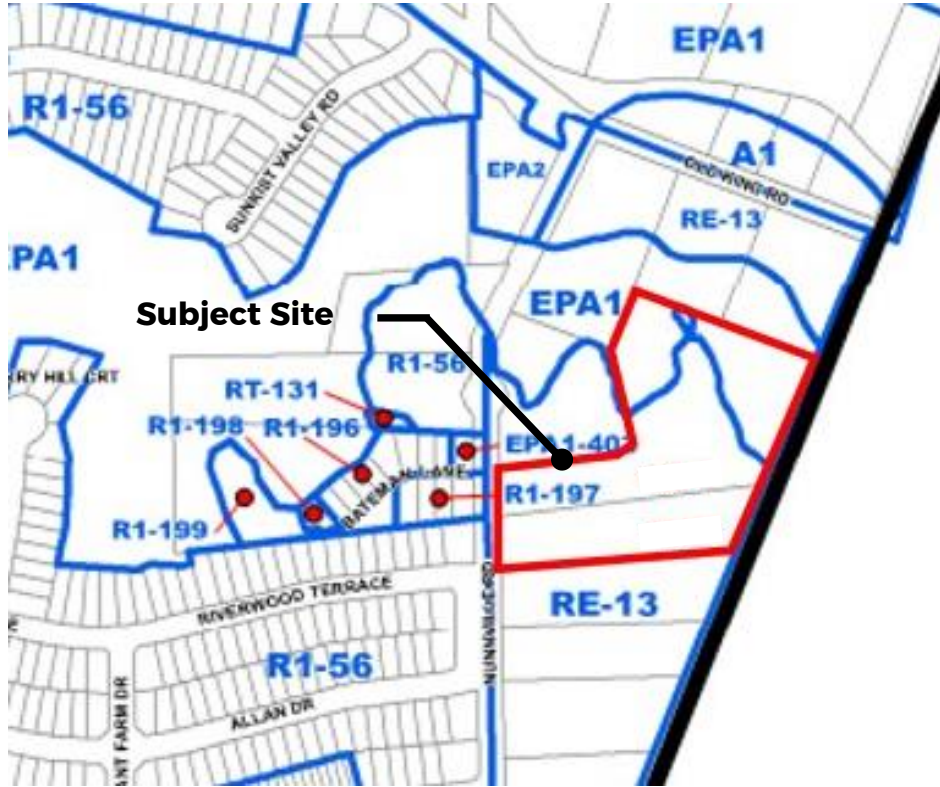
- “Special Residential” designation is used to recognize existing conditions
- Amendments are permitted and anticipated to allow for the redevelopment of these areas subject to studies and servicing



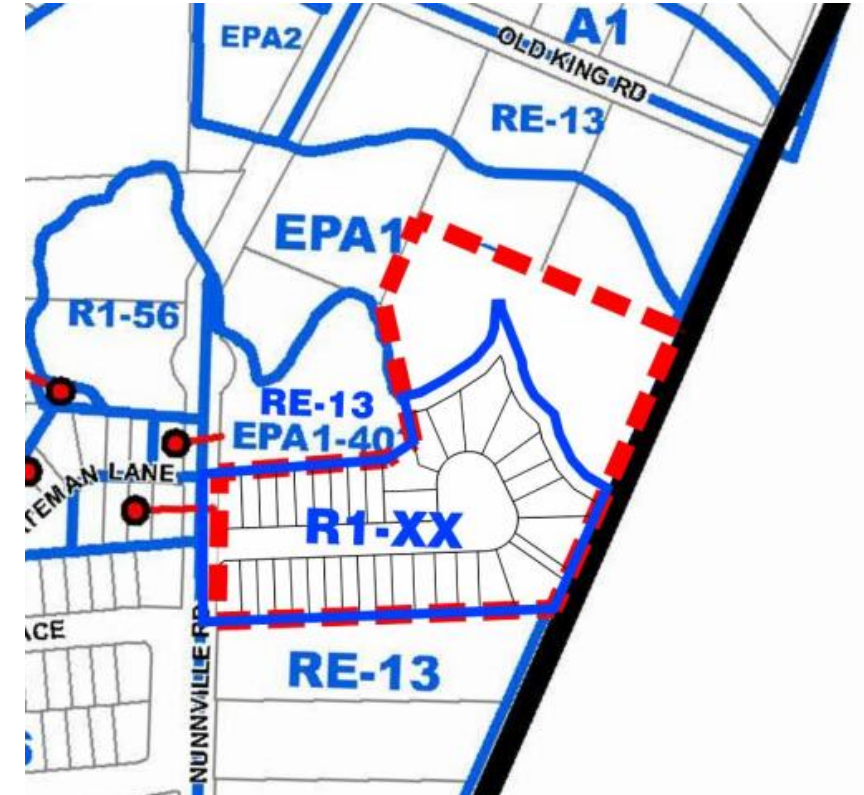
Re-designate to “Low Density Residential” and “Environmental Policy Area” in the Bolton South Hill Land Use Plan

- Amendment is required to permit low-density residential uses
- Proposed development is within density requirements for “Low Density Residential”

Proposed Town of Caledon Zoning By-law Amendment



Zoned Estate Residential- 13
("RE-13") & Environmental Policy
Area ("EPA1")



Re-zone to Residential One -
Exception XX ("R1-XX") &
Environmental Policy Area ("EPA1")

Supporting Studies Completed

- Planning Justification Report
- Housing, Employment and Community Services Report
- Urban Design Brief
- Fiscal Impact Study
- Traffic Impact Study
- Environmental Impact study and Management Plan
- Phase 1 Environmental Site Assessment
- Tree Inventory and Preservation Plan
- Functional Servicing and Stormwater Management Report
- Geotechnical and Slope Stability Assessment
- Hydrogeological Impact Assessment
- Noise and Vibration Study
- Archeological Report

Thank you!

wsp.com



Public Meeting Information Report

Community Services Department - Planning & Development

Public Meeting: November 19 at 7:00 p.m. in Council Chambers, Town Hall

Applicant: Weston Consulting Inc. on behalf of Enio D'Amato

File No.: POPA 19-05 & RZ 19-07 (Related File: SPA 19-49)

The Purpose of a Public Meeting:

In accordance with the *Planning Act*, a Public Meeting is held for applicants to present their proposal to the public and Council to receive comments and answer questions that the public and members of Council may have.

Staff and Council will not make a recommendation or decision on the proposal at a Public Meeting. A Planning Report will be brought forward by staff and considered by Council at a later date.

As a member of the public, you are welcome to request to be notified of any future Public or Council Meetings. Please provide your contact information on the 'Sign-In' sheet provided in the lobby. Please be advised that the sign-in information will form part of the public record for these applications.

Property Information:

The subject lands are located at 4 Walker Road West, at the northeast corner of Walker Road West and McCaffery's Lane, west of Airport Road in Caledon East. See Schedule "A" – Location Map, attached. The subject lands are approximately 0.099 ha (0.24 ac) in size and currently vacant. Surrounding land uses include residential uses to the north, south and west and retail commercial uses to the east, fronting Airport Road. Please see Schedule "B" – Aerial Photograph, attached.

The Region of Peel's Official Plan designates the lands as "Rural Service Centre" (Schedule D – Regional Structure) and "Built-up Area" (Schedule D4 – The Growth Plan Policy Areas in Peel). The Town's Official Plan designates the lands as "Rural Service Centre" (Schedule A-1, Town of Caledon, Town Structure) and "Low Density Residential" (Schedule D – Caledon East Land Use Plan).

The subject lands are zoned "Rural Residential" (RR) within consolidated Zoning By-law 2006-50, as amended ("Zoning By-law").

Proposal Information:

Applications for Official Plan and Zoning By-law Amendments were submitted by Weston Consulting Group Inc. to the Town and deemed complete on September 18, 2019.

The applicant proposed to amend the Official Plan to increase the maximum permitted density to allow for two residential lots. A Zoning By-law Amendment is proposed to rezone the subject lands to a site specific Rural Residential (RR) Zone to allow for reduced lot area and setbacks and increased building area to permit two single detached residential dwellings. A consent to sever application would be required to create the two lots; no such application has been made. Please see Schedule "C" – Proposed Site Plan, attached.

Consultation:

Notice of this application was mailed to all landowners within 120 m (393.7 ft.) of the subject lands and publicized in the Caledon Enterprise and Caledon Citizen on October 3, 2019. Signage was also installed on both the Walker Road West and McCaffery's Lane frontages inviting public comment.



Public Meeting Information Report

Community Services Department - Planning & Development

The application has been circulated to external agencies and internal departments for review and comment. Comments received are briefly outlined below for your information:

- Town of Caledon, Finance and Infrastructure Services, Finance: The property is currently assessed as residential. Any future development would be subject to the applicable Town of Caledon development charges, Region of Peel development charges and Education development charges as per the respective development charge by-laws.
- Town of Caledon, Community Services, Open Space Design: 5% cash in-lieu of parkland shall be required in accordance with the Town of Caledon By-law #2013-104 and based on a satisfactory appraisal.

The following agencies/departments have no concerns with the proposed Official Plan and Zoning By-law Amendment applications:

- Enbridge
- Dufferin-Peel Catholic School Board
- Peel District School Board
- Ontario Provincial Police – Caledon Detachment
- Canada Post
- Town of Caledon, Corporate Services, Legislative (Accessibility)
- Town of Caledon, Community Services, Fire Prevention
- Town of Caledon, Community Services, Policy & Sustainability
- Town of Caledon, Community Services, Policy & Sustainability (Urban Design & Heritage)
- Town of Caledon, Community Services, Development – Engineering
- Town of Caledon, Finance & Infrastructure Services, Transportation

Comments from the following agencies/departments remain outstanding:

- Region of Peel
- Toronto and Region Conservation Authority
- Hydro One
- MPAC
- Bell Canada
- Town of Caledon, Community Services, Planning & Zoning

In accordance with the *Planning Act*, Notice of this Public Meeting was mailed to all landowners within 120 m (393.7 ft) of the subject site and posted in the Caledon Enterprise and Caledon Citizen on October 24, 2019.

Next Steps:

If you wish to be notified of the decision of the Town of Caledon on the proposed Official Plan Amendment and/or Zoning By-law Amendment, you must make a written request to the Clerk of the Town of Caledon, 6311 Old Church Road, Caledon, Ontario, L7C 1J6.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Town of Caledon to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Clerk of the Town of Caledon before

Public Meeting Information Report

Community Services Department - Planning & Development

the proposed official plan amendment is adopted and/or the by-law is passed, the person or public body is not entitled to appeal the decision.

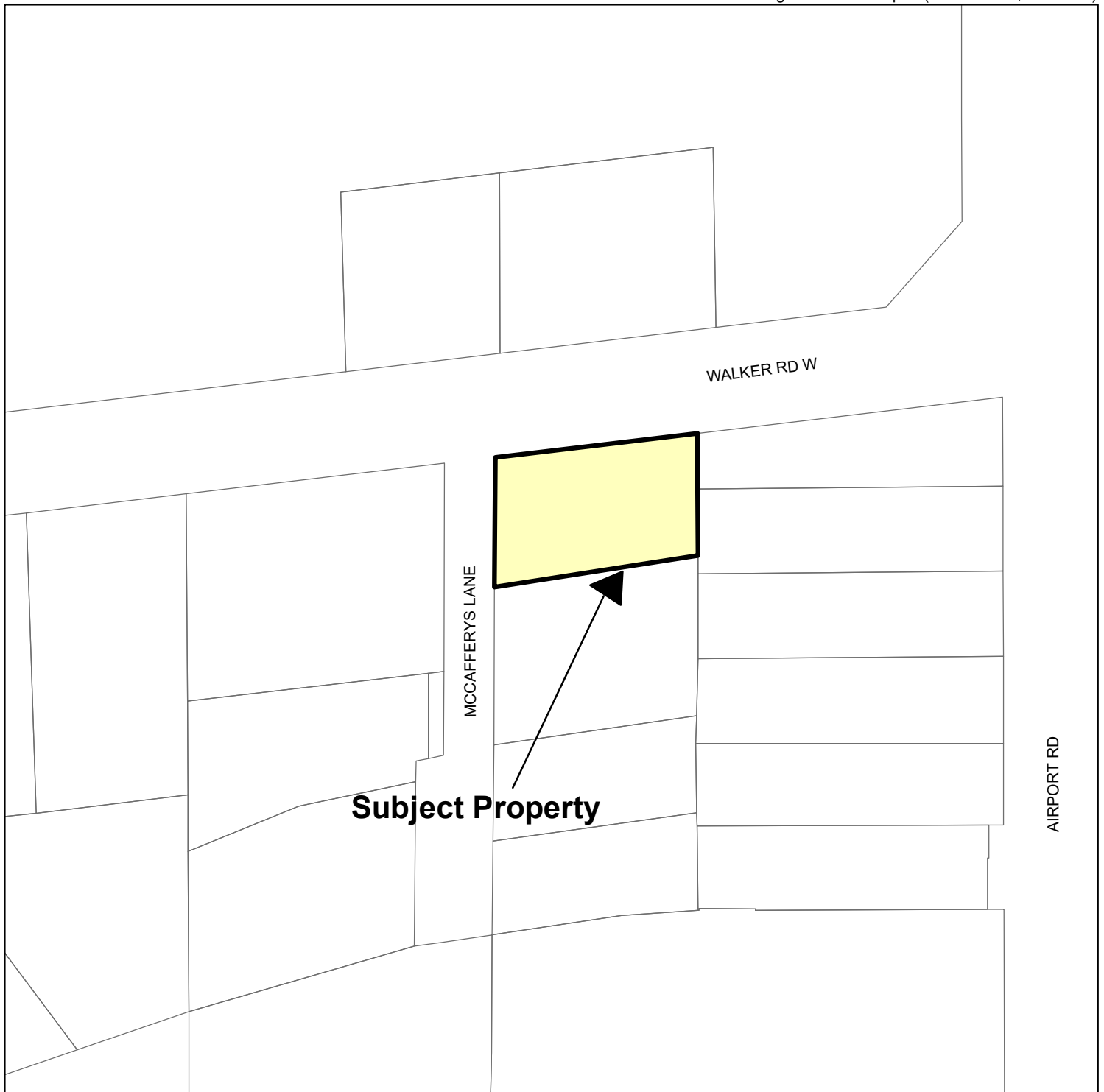
If a person or public body does not make oral submissions at a public meeting or make written submissions to the Clerk of the Town of Caledon before the proposed official plan amendment is adopted and/or the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

Contact:

For further information, please contact Mary T. Nordstrom, Senior Development Planner at 905-584-2272 ext. 4223 or mary.nordstrom@caledon.ca.

Attachments:

- Schedule A: Location Map
- Schedule B: Aerial Photograph
- Schedule C: Proposed Site Plan



Application for Official Plan Amendment & Zoning By-law Amendment

POPA 19-05 & RZ 19-07

Enio D'Amato

4 Walker Road West

Part of East Lot 4, Concession 6 (EHS)
25

LOCATION MAP



Date: September 17, 2019

File No.: POPA 19-05; RZ 19-07



Application for Official Plan Amendment & Zoning By-law Amendment

POPA 19-05 & RZ 19-07

Enio D'Amato

4 Walker Road West

Part of East Lot 4, Concession 6 (EHS)
26

LOCATION MAP



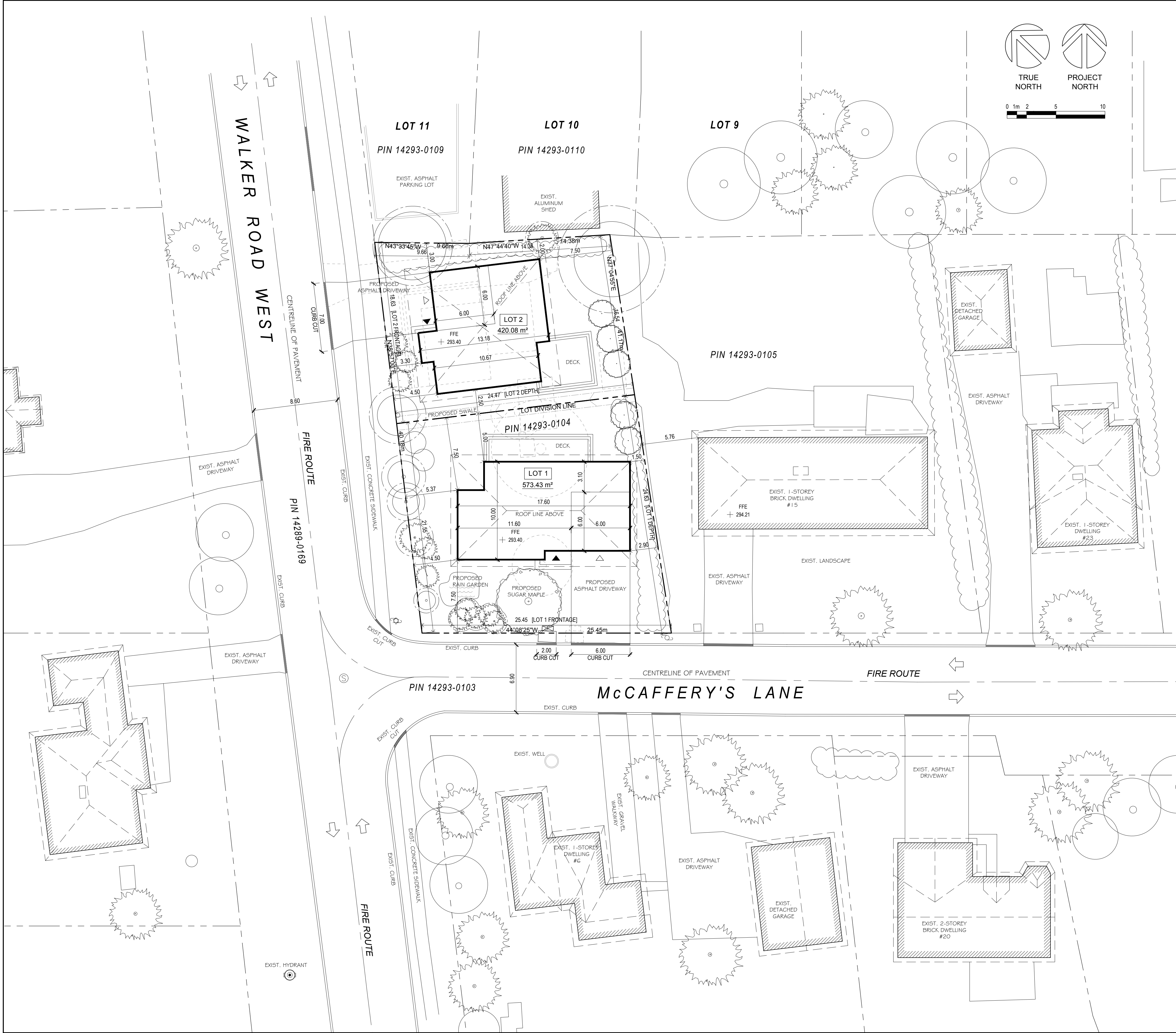
Date: September 17, 2019

File No.: POPA 19-05 & RZ 19-07

ZONING MATRIX					
City of Caledon 2006-50, as amended ZONING DESIGNATION: RR - Rural Residential					
PROVISION		ALLOWED	EXISTING	PROPOSED (Lot 1) SOUTH	PROPOSED (Lot 2) NORTH
USE		<ul style="list-style-type: none"> Apartment, Accessory Dwelling, Detached Day Care, Private Home 	Dwelling, Detached	Dwelling, Detached	Dwelling, Detached
LOT AREA (Minima)		650 m ² ⁽¹⁾	993.51 m ²	573.43 m ²	420.08 m ²
LOT FRONTAGE		18.0 m	40.18 m	21.55 m	18.63 m
BUILDING AREA			84.74 m ²	160.34 m ²	143.03 m ²
LOT COVERAGE (Maxima)		25%	8.5%	28%	34%
SETBACKS (Minima)	Front	9.0 m	1.715 m (porch) 3.831 m (main wall)	7.5 m (main wall)	3.3 m (porch) 4.5 m (main wall)
	Side (Exterior)	9.0 m	25.398 m	4.5 m	n/a
	Side (Interior)	3.0 m (Driveway side) 1.5 m (other side)	4.33 m	1.5 m (Driveway side)	2.0 m (Driveway side) 2.5 m (other side)
	Rear	9.0 m	9.305 m	5.0 m ⁽²⁾	7.5 m ⁽³⁾
DRIVEWAY SETBACKS (Minima)		0.5 m			
GROSS FLOOR AREA (GFA)					
	BASEMENT			120.04 m ² ⁽⁴⁾	102.78 m ² ⁽⁴⁾
	1ST FLOOR			120.04 m ²	102.78 m ²
	2ND FLOOR			167.81 m ²	156.06 m ²
	TOTAL, (excluding basement)			287.85 m ² ⁽⁴⁾	258.84 m ² ⁽⁴⁾
FLOOR SPACE INDEX (F/SI)		—	—	0.50	0.62
BUILDING HEIGHT (Maxima)		10.5 m	—	8.2 m	8.8 m
REQUIRED PARKING SPOTS		2	2	2	2
PARKING SPACE SETBACK		n/a	n/a	n/a	n/a
ENCLOSED PARKING DIMENSIONS		2.6 m (W) x 5.8 m (L)			
DRIVEWAY WIDTH (Maxima)		8.5 m	2.955 m	6.0 m	6.0 m
LANDSCAPE AREA (Minima)		40%			
BACKYARD AMENITY AREA (Minima)		56 m ²		more than 120 m ²	more than 120 m ²

- ¹ Where an RR lot is fully serviced, the provisions of the R1 Zone identified with this footnote shall apply.
- ² Although exceeding minima permitted by the Zoning By-law, the proposed distance between both Detached Dwelling is 9.64m and the proposed green band / swale located @ the Division line makes for a sufficient setback between the two homes.
- ³ This rear yard setback exceeds the minima permitted however the design itself does not change the overall intention outlined within the "Town Wide Urban Guidelines"
- ⁴ GFA does not include enclosed 2-car garage

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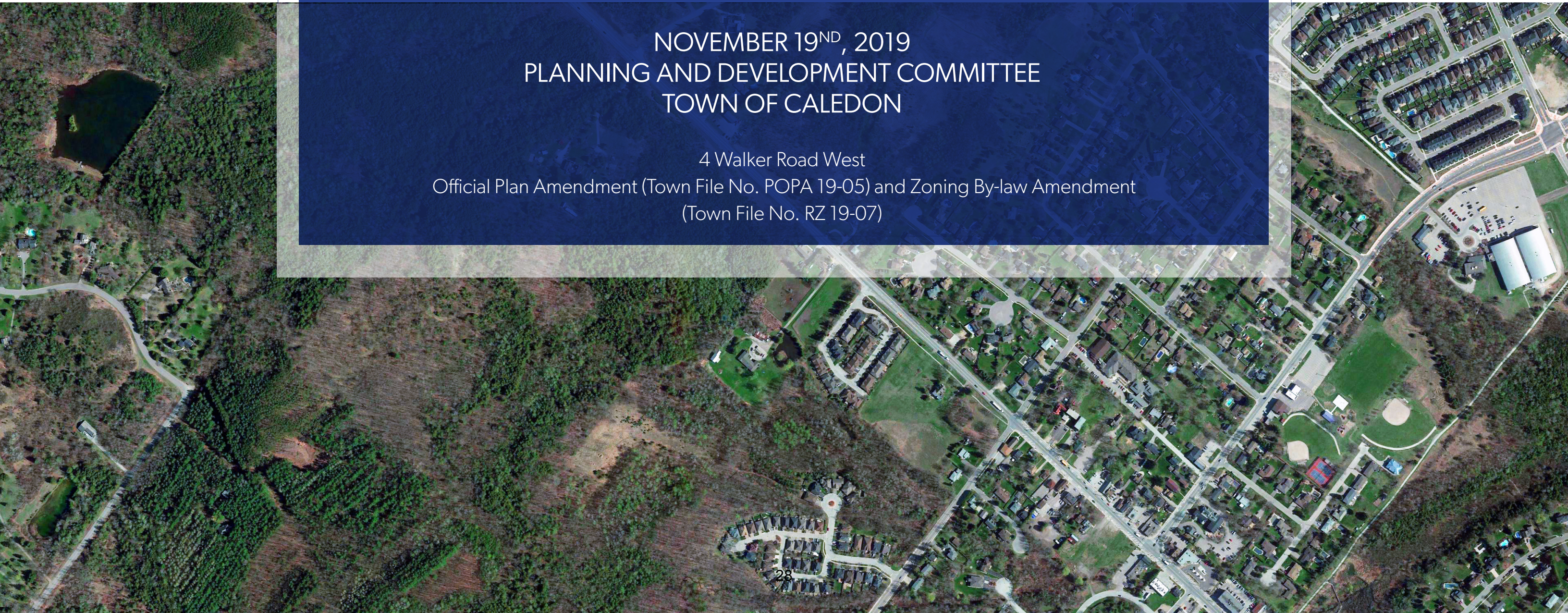
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STATUTORY PUBLIC MEETING

NOVEMBER 19ND, 2019
PLANNING AND DEVELOPMENT COMMITTEE
TOWN OF CALEDON

4 Walker Road West
Official Plan Amendment (Town File No. POPA 19-05) and Zoning By-law Amendment
(Town File No. RZ 19-07)



INTRODUCTION - 4 WALKER ROAD WEST

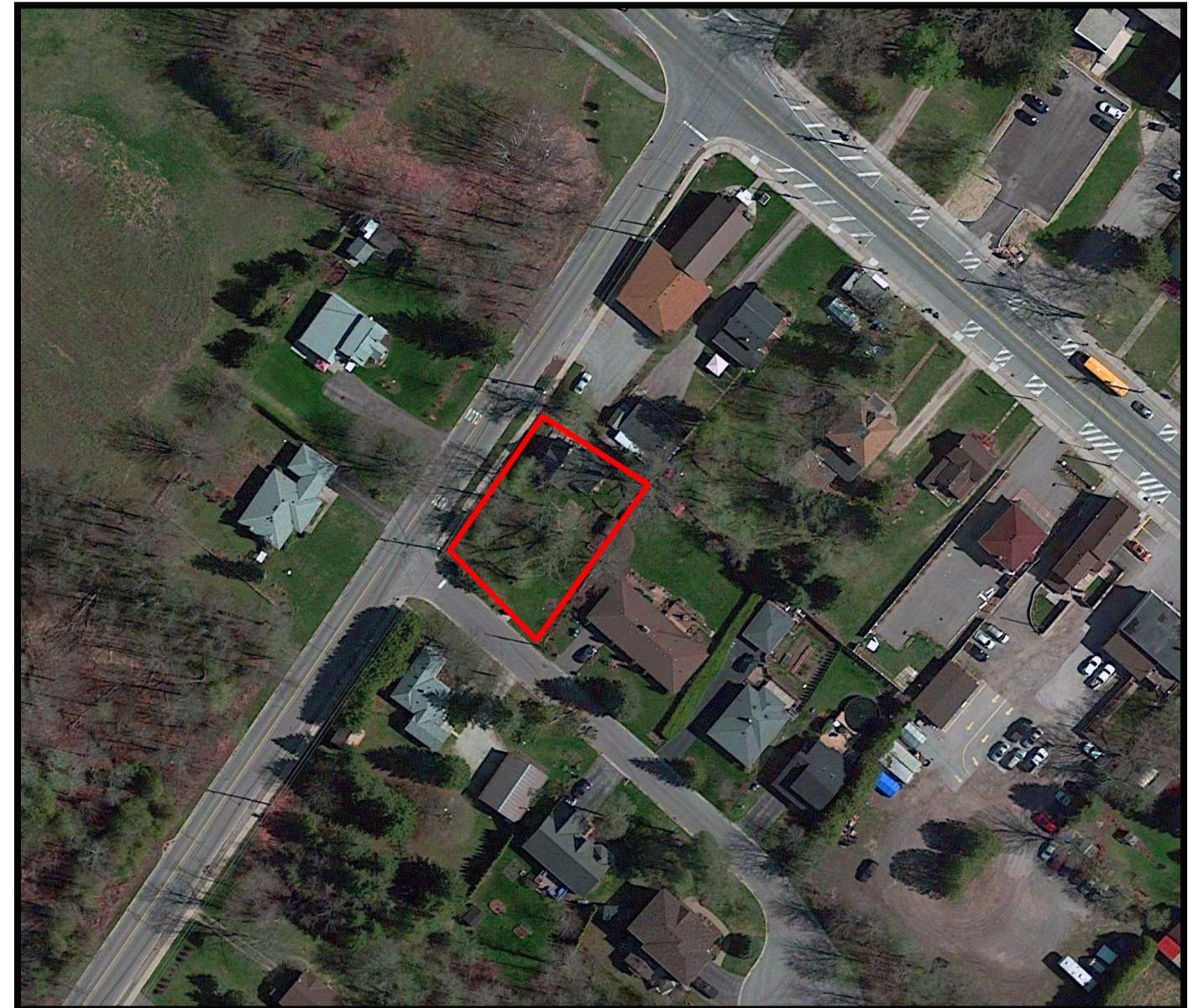
PROJECT TEAM

Weston Consulting - Land Use Planning

V+A Architects - Architecture

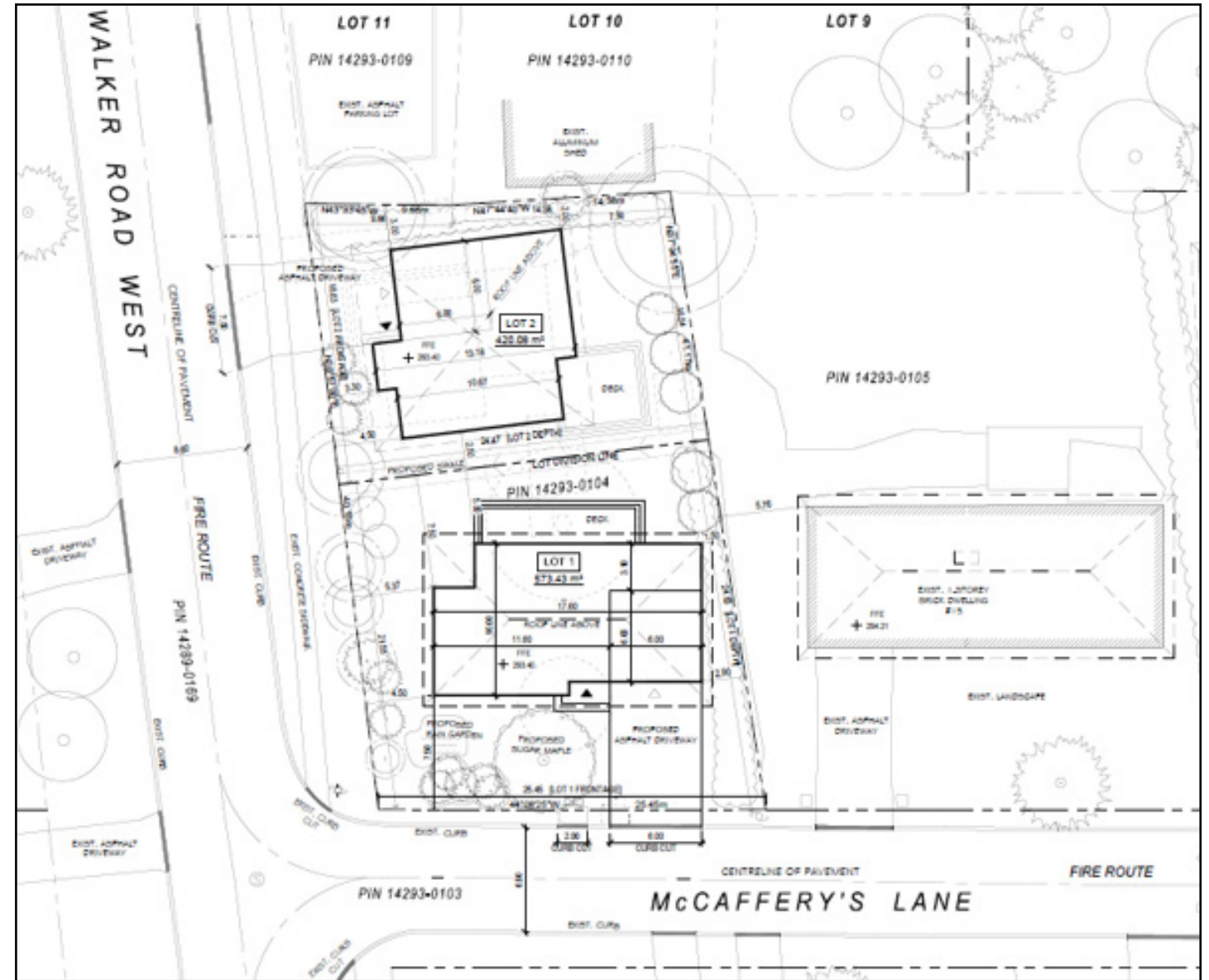
Crozier Consulting - Civil Engineering

GeoPro Consulting Ltd. - Geotechnical Engineering



SITE - 4 WALKER ROAD WEST

- **Total Area** – +/- 993.51 m² (0.24 acres)
- **Frontage** – 40 m along Walker Road West
- **Frontage** – 25.47 m along McCaffery's Lane
- **Rectangular** in shape
- Topography is generally **flat**
- Lands are currently **vacant**



SURROUNDING CONTEXT - 4 WALKER ROAD WEST

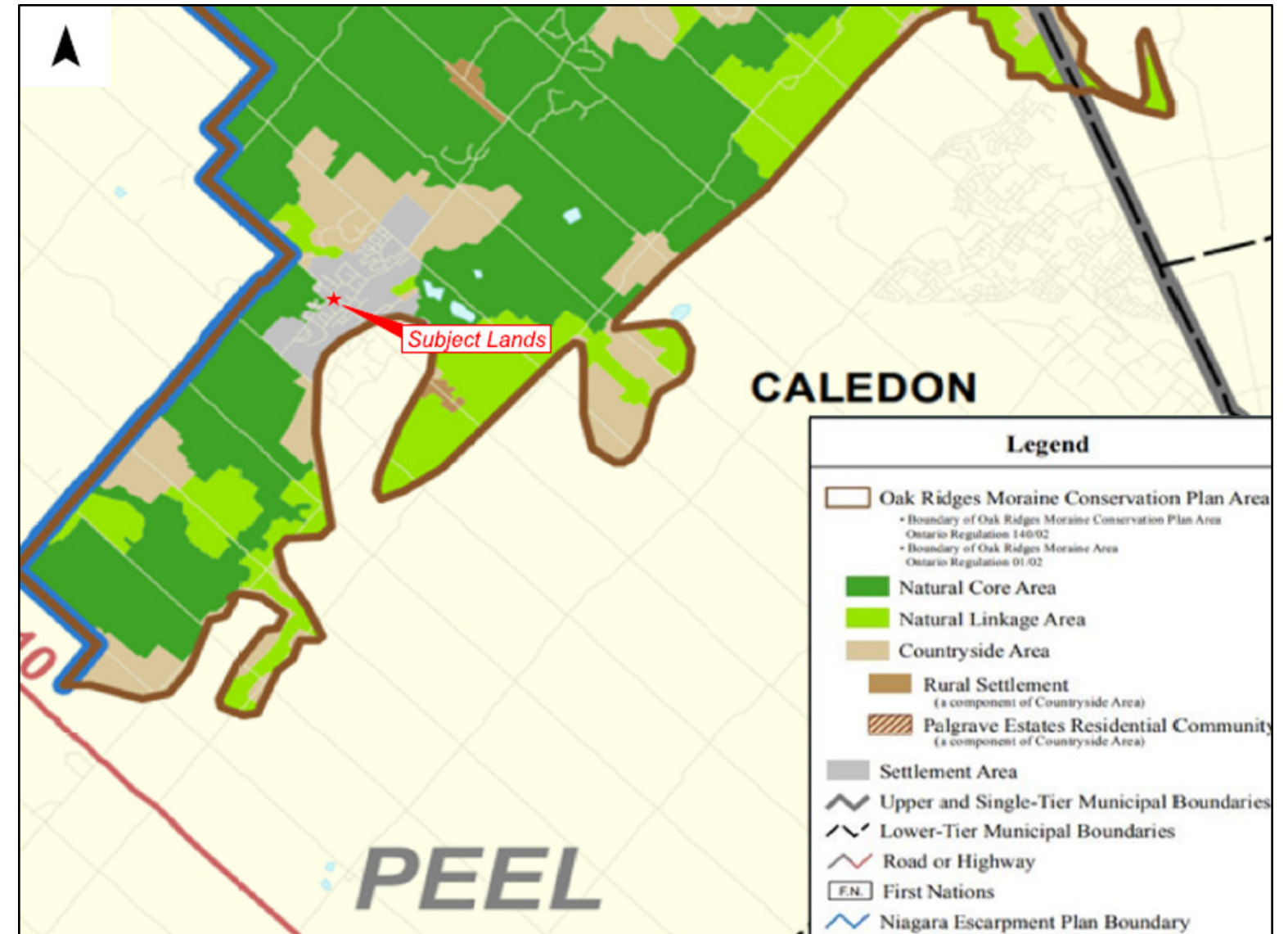
- South-east of intersection of Walker Road West and McCaffery's Lane
- Located within an existing residential neighbourhood, proximal to Airport Road
- North: 1-2 storey Single detached dwellings and Airport Road, a major commercial corridor
- South: 1-2-storey single detached dwellings
- East: Retail commercial uses along Airport Road followed by single detached dwellings
- West: 1-2 storey Single detached dwellings
- Located in an area well served by community facilities and services



OAK RIDGES MORRAINE PLAN - 4 WALKER ROAD WEST

POLICY FRAMEWORK

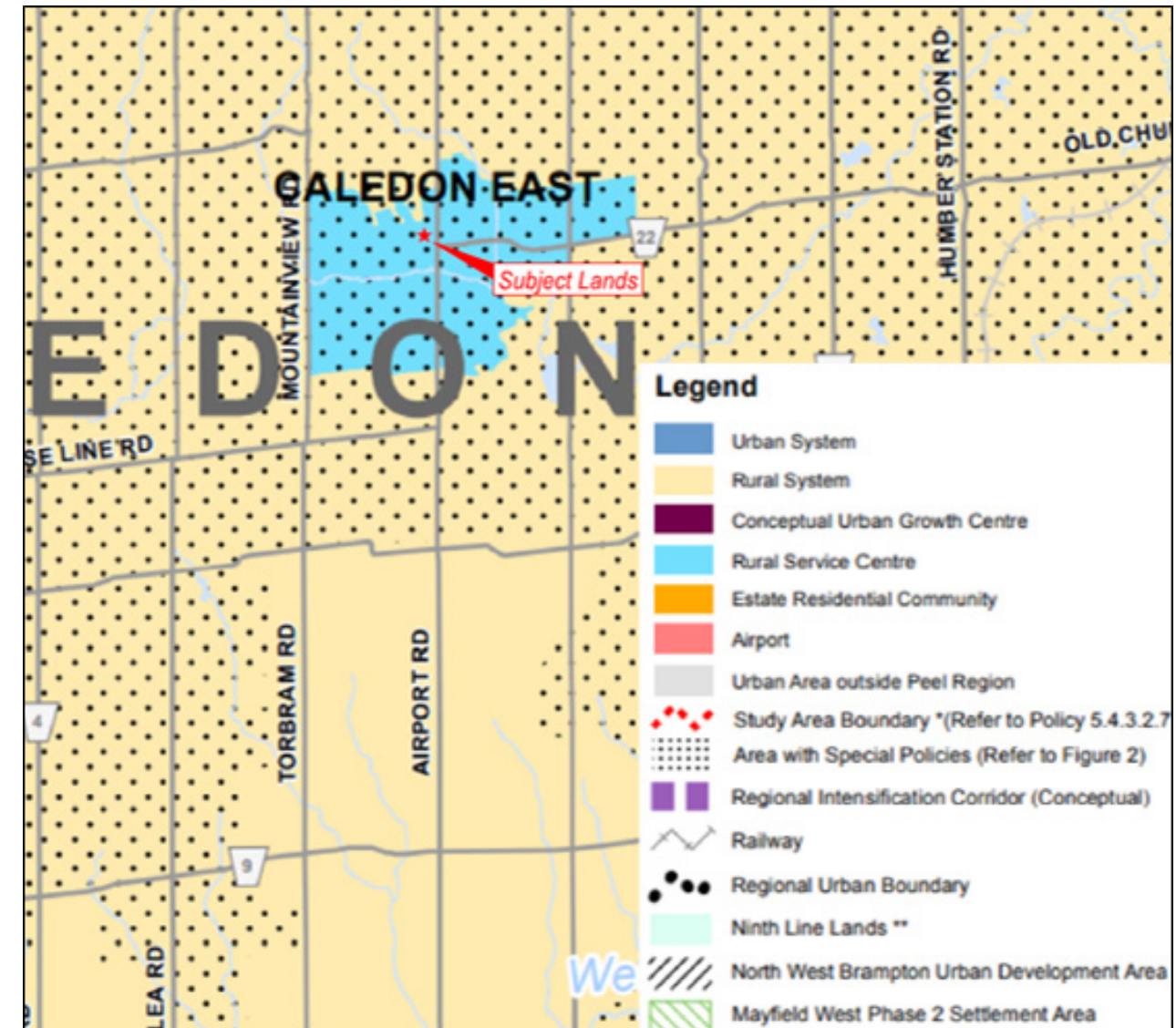
- The subject lands are located within the **Oak Ridges Moraine Conservation Plan** area
- Located within the **Settlement Area**, an area planned to focus and contain urban growth within the ORMCP area
- Land use patterns within settlement areas will support the development of complete communities
- Permitted uses include all those permitted in the applicable local official plan



PEEL REGION OFFICIAL PLAN - 4 WALKER ROAD WEST

POLICY FRAMEWORK

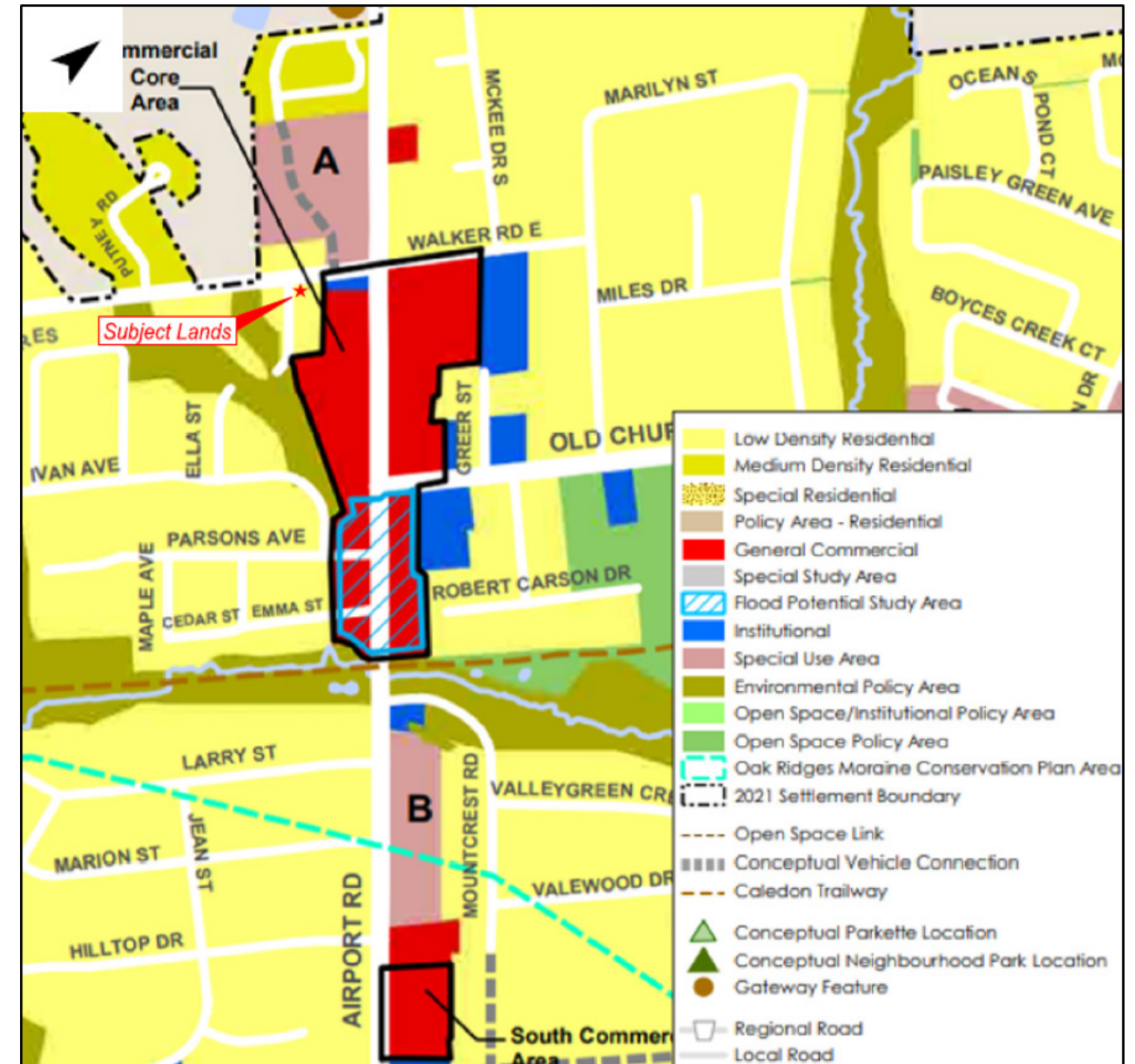
- Schedule D – Regional Structure of the Peel Region Official Plan identifies the subject lands within the **Rural Service Centre** designation within the Region's **Rural System**
- The intention of the **Rural Service Centre** designation is to provide a range and mix of uses and activities
- The Caledon East **Rural Service Centre** is intended to serve as one of the primary focus areas for growth, development and intensification in the Rural system



TOWN OF CALEDON OFFICIAL PLAN - 4 WALKER ROAD WEST

POLICY FRAMEWORK

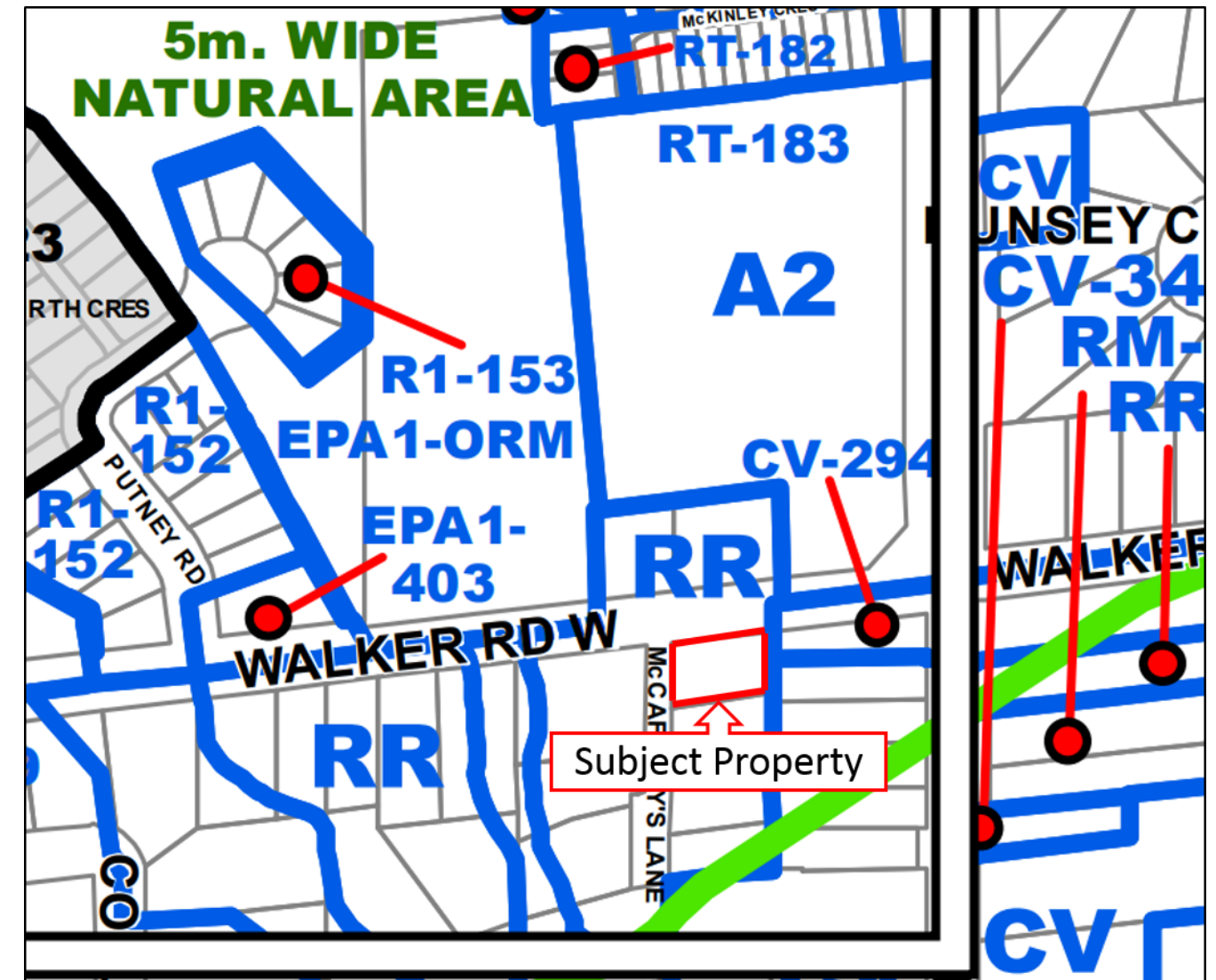
- The subject lands are located within the **Rural Service Centre** designation based on Schedule A1 – Town Structure
- The **Caledon East Rural Service Centre** is part of the focus area for the majority of new residential and employment growth within the Town
- The subject lands are located within the **Caledon East Secondary Plan**
- The subject lands are designated **Low Density Residential**, which permits additional residential development to a maximum net density of 16.6 units per hectare
- Official Plan Amendment required to permit additional density



TOWN OF CALEDON ZONING BY-LAW 2006-50 – 4 WALKER ROAD WEST

POLICY FRAMEWORK

- The subject lands are zoned **Rural Residential – RR**
- These zones permit a variety of residential land uses, including detached dwellings
- A Zoning By-law Amendment has been submitted to introduce a new site specific amendment to the **RR Zone** to seek relief from certain provisions of the Zoning By-law

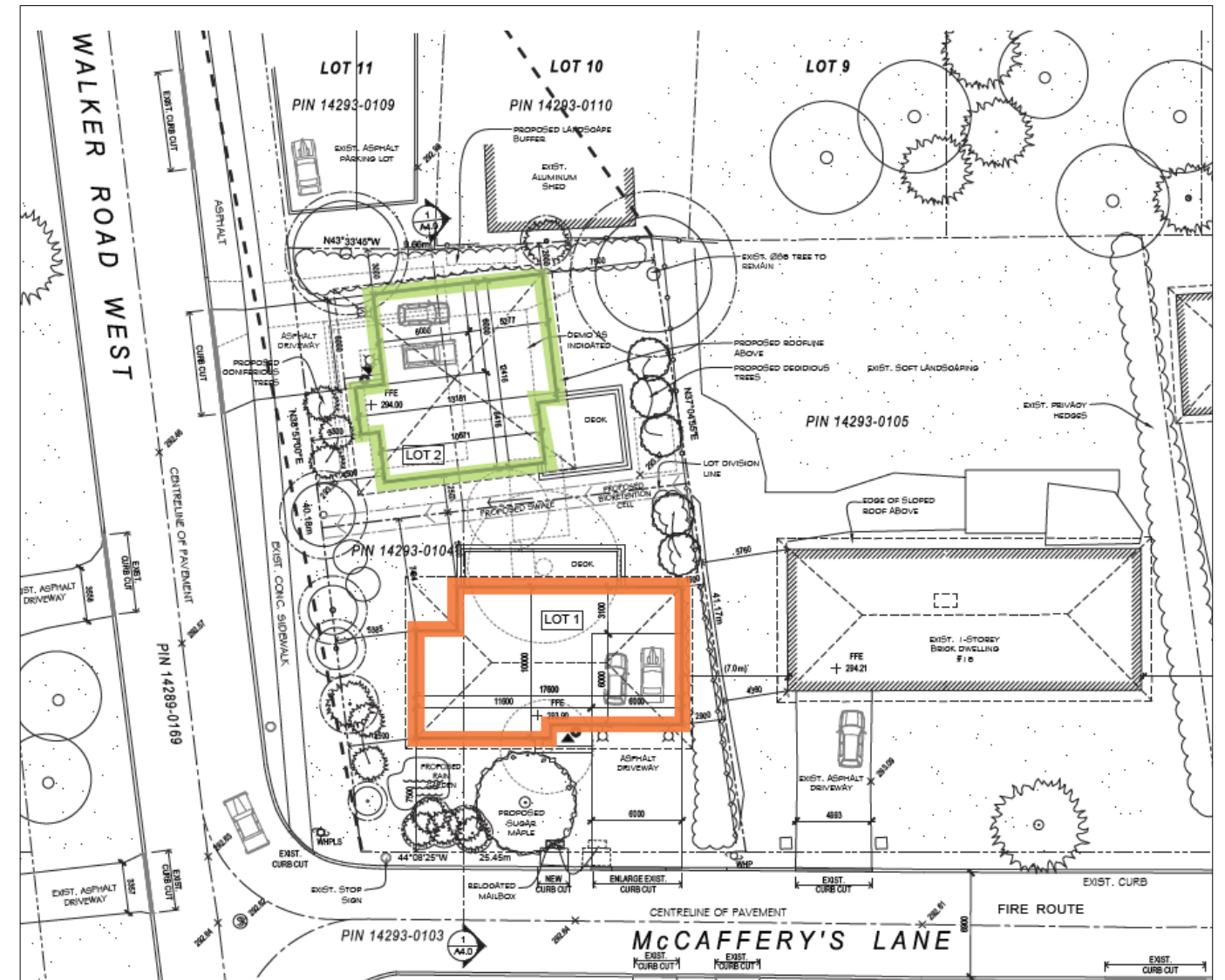


THE PROPOSAL - 4 WALKER ROAD WEST

Proposed Development

- Severance of existing lot to permit construction of two (2), 2-storey single detached dwellings with net density of 20.13 units per net hectare

	LOT 1	LOT 2
AREA	573.42 m ²	420.08 m ²
FRONTAGE	21.55 m along Walker Rd. West 25.45m along McCaffery's Lane	18.63 m along Walker Road West
HEIGHT	2 Storeys	2 Storeys
GFA	288.15 m ²	259.02 m ²
FSI	0.5	0.62
ACCESS	6 m wide driveway access from McCaffery's Lane	7 m wide driveway access from Walker Road West



COMPATIBILITY ANALYSIS - 4 WALKER ROAD WEST

Character and Compatibility Analysis

- **Land Use:** located within an area characterized by similar low-rise residential dwellings
- **Building Heights and Massing:** height and footprint consistent and compatible with the shape and scale of buildings in surrounding area
- **Block and Lotting Patterns:** Similar rectilinear lot shape, area and frontage as lots within surrounding blocks. Proposed lots break up long frontage along Walker Road West and are comparable to nearby lots with modern frontages in the area
- **Architectural Characteristics:** proposed dwellings have been designed to complement roof types, projections and features and materiality of those in immediate area



PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS 4 WALKER ROAD WEST

Draft Official Plan Amendment

- Site Specific Official Plan Amendment to permit a maximum net density of 20.13 units per net hectare, above the permitted 16.6 units per hectare



Draft Zoning By-law Amendment

- Site Specific Zoning By-law Amendment to implement the proposed Official Plan Amendment. The Draft Zoning By-law Amendment will seek relief from certain site-specific zoning standards within the RR zone

Development Standard (RR)	Required	Proposed
Minimum Lot Area	650 m ²	420 m ²
Building Area	25%	34%
Front Yard	9m	3.3 m
Rear Yard	9m	5m
Interior Side Yard (Main Building on Driveway Side)	3m	1.5m
Exterior Side Yard	6 m	4.5 m

THANK YOU

COMMENTS & QUESTIONS?

CONTACT

SARA GREGORY - WESTON CONSULTING

905-738-8080 Ext. 271

sgregory@westonconsulting.com

MARTIN QUARCOOPOME - WESTON CONSULTING

905-738-8080 Ext. 266

mquarcoopome@westonconsulting.com

Public Meeting Information Report

Community Services Department - Planning & Development

Public Meeting: November 19 at 7:00 p.m. in Council Chambers, Town Hall

Applicant: Zelinka Priamo Ltd. on behalf of BoltCol Holdings North Inc. and BoltCol Holdings South Inc.

File No.: RZ 19-06 (Related File: SPA 19-44)

The Purpose of a Public Meeting:

In accordance with the *Planning Act*, a Public Meeting is held for applicants to present their proposal to the public and Council to receive comments and answer questions that the public and members of Council may have.

Staff and Council will not make a recommendation or decision on the proposal at a Public Meeting. A Planning Report will be brought forward by staff and considered by Council at a later date.

As a member of the public, you are welcome to request to be notified of any future Public or Council Meetings. Please provide your contact information on the 'Sign-In' sheet provided in the lobby. Please be advised that the sign-in information will form part of the public record for these applications.

Property Information:

The subject lands are located at 0, 12300, 12400 and 12592 Coleraine Drive, opposite George Bolton Parkway in Bolton's Coleraine West Employment Area. See Schedule "A" – Location Map, attached. The subject lands are approximately 77.1 ha (190.55 ac) in size and approximately 23.75 ha (58.69 ac) of the land is under development for three industrial buildings totaling 118,983 m² (1,280,718 ft²) in size, including the MARS Canada Inc.'s new Distribution Centre. Surrounding land uses include industrial uses under development to the north, industrial uses to the east and rural and agricultural uses to the south and west. Please see Schedule "B" – Aerial Photograph, attached.

The Region of Peel's Official Plan designates the lands as "Rural Service Centre" (Schedule D – Regional Structure) and "Designated Greenfield Area" (Schedule D4 – The Growth Plan Policy Areas in Peel). The Town's Official Plan designates the portion of the property subject to the proposed application "Prestige Industrial", "General Industrial" and "Environmental Policy Area" within the Coleraine West Employment Area (Schedule C – Bolton Land Use Plan, Schedule C7 – Coleraine West Employment Area Land Use Plan).

The property is currently zoned Prestige Industrial – Exception 580 (MP-580), Serviced Industrial – Exception 579 (MS-579) and Environmental Policy Area 1 (EPA1) in the Town of Caledon's Zoning By-law 2006-50, as amended ("Zoning By-law").

Proposal Information:

On September 4, 2019, a complete application for Zoning By-law Amendment was submitted by Zelinka Priamo Ltd. on behalf of BoltCol Holdings North Inc. and BoltCol Holdings South Inc.

The purpose of the application is two-fold: to refine the limits of the EPA1-Zone in accordance with recent environmental analysis and to rezone a portion of the subject lands to new Prestige Industrial Exception (MP-XX) and Serviced Industrial Exception (MS-XX) Zones to allow for a reduced parking ratio for warehouses with a Gross Floor Area greater than 25,000 square metres in size. The application does not alter the boundary of the Prestige Industrial Zone or the permitted uses in either the Prestige Industrial or Serviced Industrial Zones. Please see Schedule "C" – Proposed Concept Plan, attached.



Public Meeting Information Report

Community Services Department - Planning & Development

Consultation:

Notice of this application was mailed to all landowners within 120 m (393.7 ft.) of the subject lands and publicized in the Caledon Enterprise and Caledon Citizen on October 3, 2019. Signage was also installed on the Coleraine West frontage inviting public comment.

The application has been circulated to external agencies and internal departments for review and comment. Comments received are briefly outlined below for your information:

- **TRCA:** No objection in principal to the proposed removal (rezoning) of the EPA1 lands provided the applicant quantifies the proposed compensation for the removal and encroachment area and gratuitously dedicates the revised EPA1 lands into public ownership (TRCA).
- **Region of Peel:** The Region has no objection to the proposed rezoning and has provided comments on the concurrent Site Plan application.
- **Town of Caledon, Finance and Infrastructure Services, Finance:** The property is currently assessed as farmland. Any future development would be subject to the applicable Town of Caledon development charges, Region of Peel development charges and Education development charges as per the respective development charge by-laws.

The following agencies/departments have no concerns with the proposed Zoning By-law Amendment application:

- Region of Peel
- Hydro One
- Dufferin-Peel Catholic School Board
- Peel District School Board
- Ontario Provincial Police – Caledon Detachment
- Town of Caledon, Corporate Services, Legislative (Accessibility)
- Town of Caledon, Community Services, Fire Prevention
- Town of Caledon, Community Services, Policy & Sustainability (Heritage)
- Town of Caledon, Community Services, Building (Signage)
- Town of Caledon, Community Services, Development – Engineering
- Town of Caledon, Community Services, Open Space Design
- Town of Caledon, Finance & Infrastructure Services, Transportation

Comments from the following agencies/departments remain outstanding:

- MPAC
- Enbridge
- Bell Canada
-
- Town of Caledon, Community Services, Planning & Building & Zoning

In accordance with the *Planning Act*, Notice of this Public Meeting was mailed to all landowners within 120 m (393.7 ft) of the subject site and posted in the Caledon Enterprise and Caledon Citizen on October 24, 2019.



Public Meeting Information Report

Community Services Department - Planning & Development

Next Steps:

If you wish to be notified of the passing of the proposed Zoning By-law Amendment or of the refusal of the request to amend the Zoning By-law, you must make a written request to the Clerk of the Town of Caledon, 6311 Old Church Road, Caledon, Ontario L7C 1J6. If a person or public body does not make oral submissions at a public meeting or make written submissions to The Corporation of the Town of Caledon before the By-law is passed, the person or public body is not entitled to appeal the decision of the Town of Caledon to the Local Planning Appeal Tribunal.

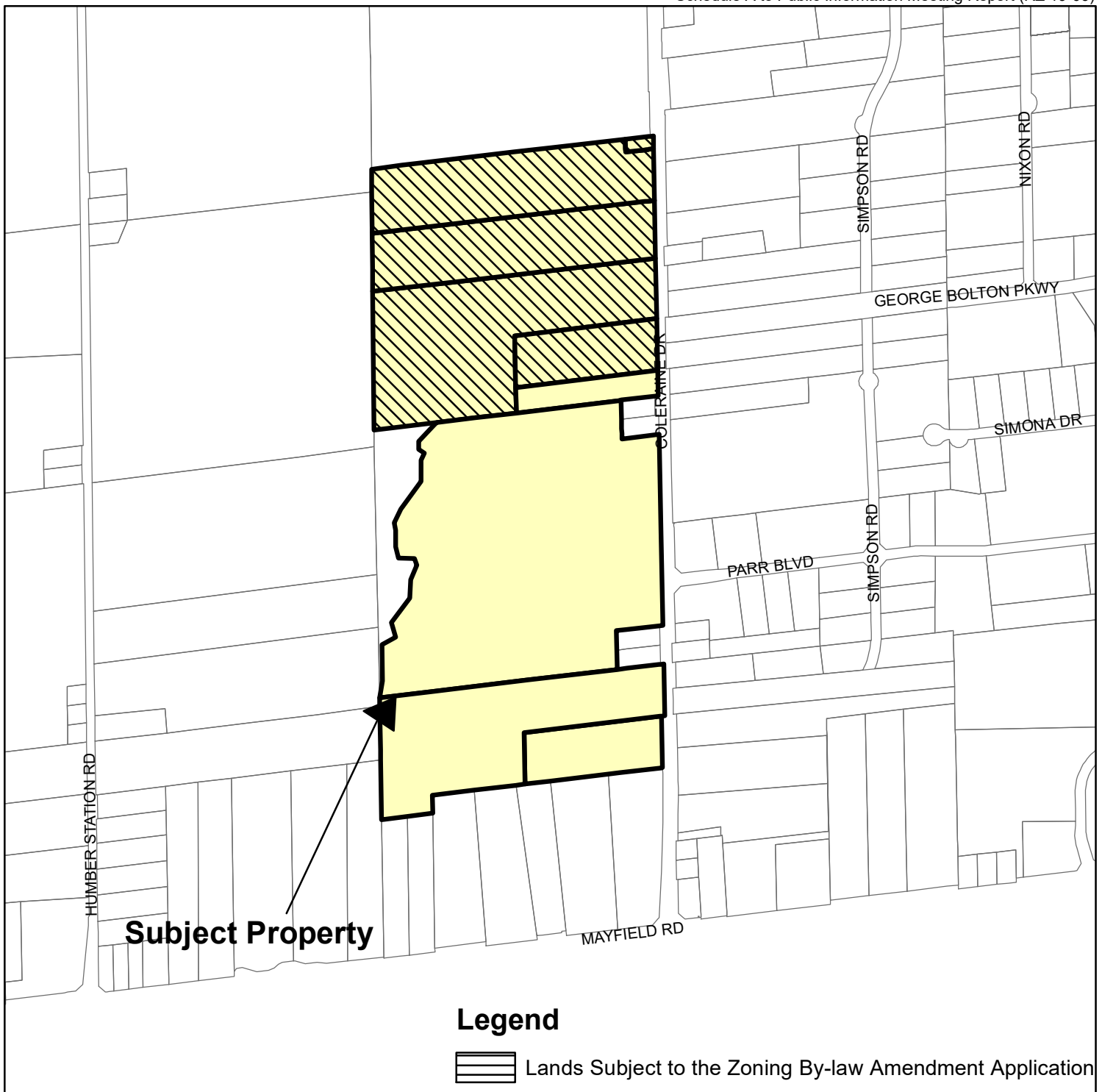
If a person or public body does not make oral submissions at a public meeting, or make written submissions to The Corporation of the Town of Caledon before the By-law is passed, the person or public body is not entitled to appeal the decision of the Town of Caledon to the Local Planning Appeal Tribunal; and/or the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Contact:

For further information, please contact Mary T. Nordstrom, Senior Development Planner at 905-584-2272 ext. 4223 or mary.nordstrom@caledon.ca.

Attachments:

- Schedule A: Location Map
- Schedule B: Aerial Photograph
- Schedule C: Proposed Concept Plan



Application for Zoning By-law Amendment

RZ 19-06

Boltcol Holdings North Inc. & BoltCol Holdings South Inc.

0,12300,12400,12490 & 12592 Coleraine Drive

Part of Lot 2, Concession 5 (ALB),
Parts 1 & 2 of Plan 43R-334112

LOCATION MAP



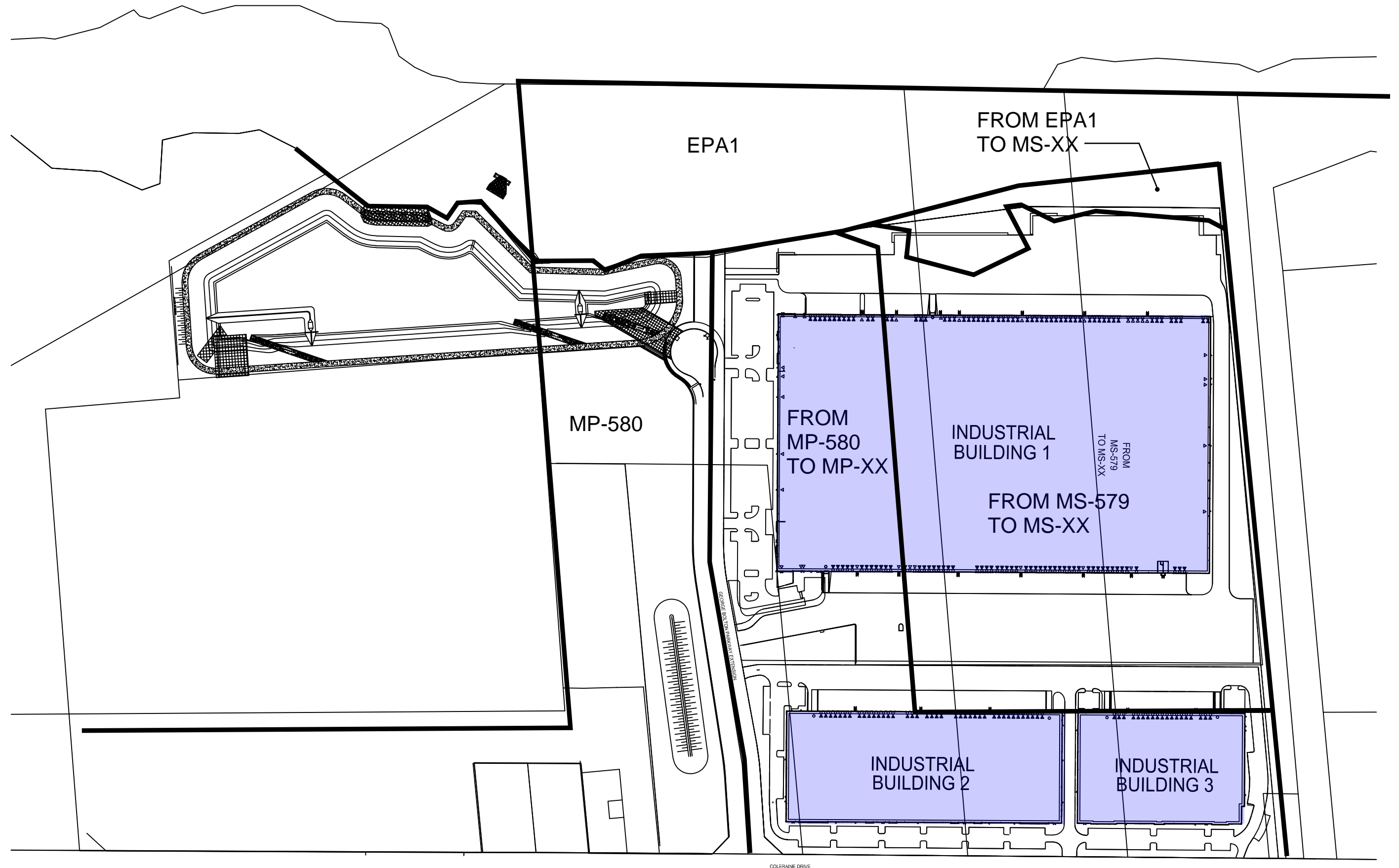
Date: October 1, 2019

File No.: RZ 19-06

Related File No.: SPA 19-44

Part of Lot 2, Concession 5 (ALB),
Parts 1 & 2 of Plan 43R-334112

File No.: RZ 19-06
Related File No.: SPA 19-44





iPort Caledon

Proposed Zoning By-law Amendment

**Coleraine Drive
Caledon (Bolton), Ontario
Public Meeting
November 19, 2019
File: RZ 19-06**

Figure 2
Aerial Photo – The Subject Lands



Note: Location and boundaries are approximate

Figure 3 Site Plan

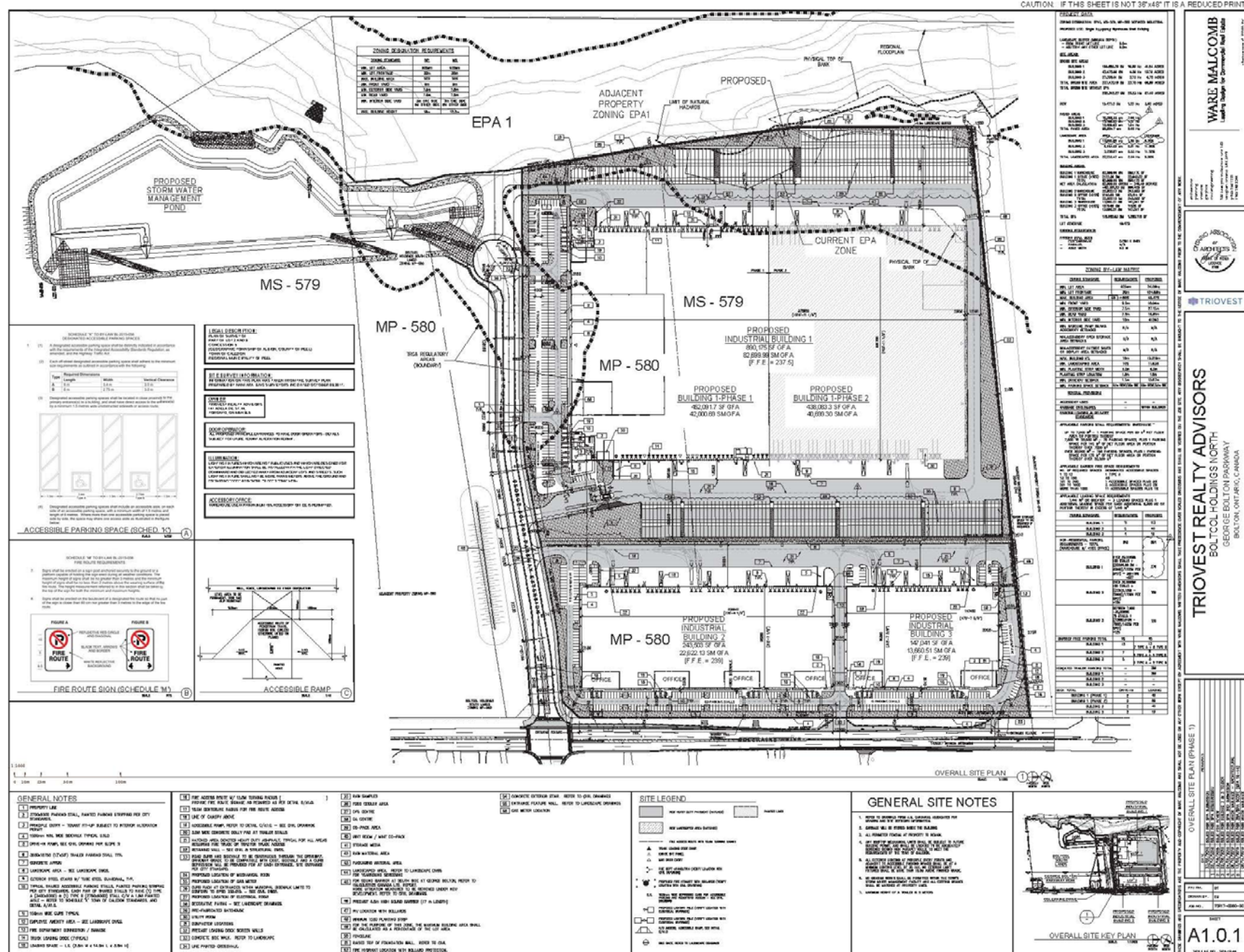
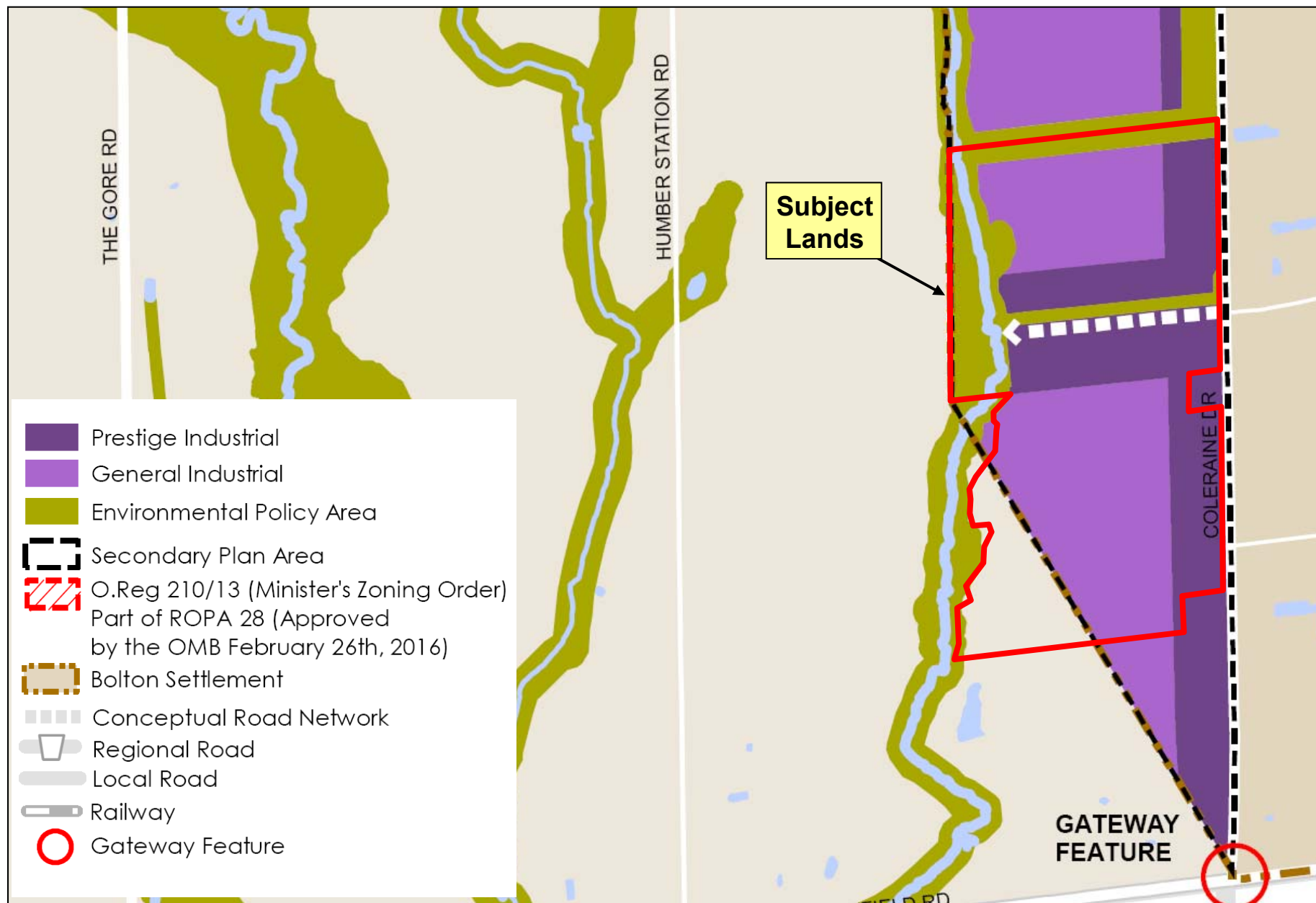


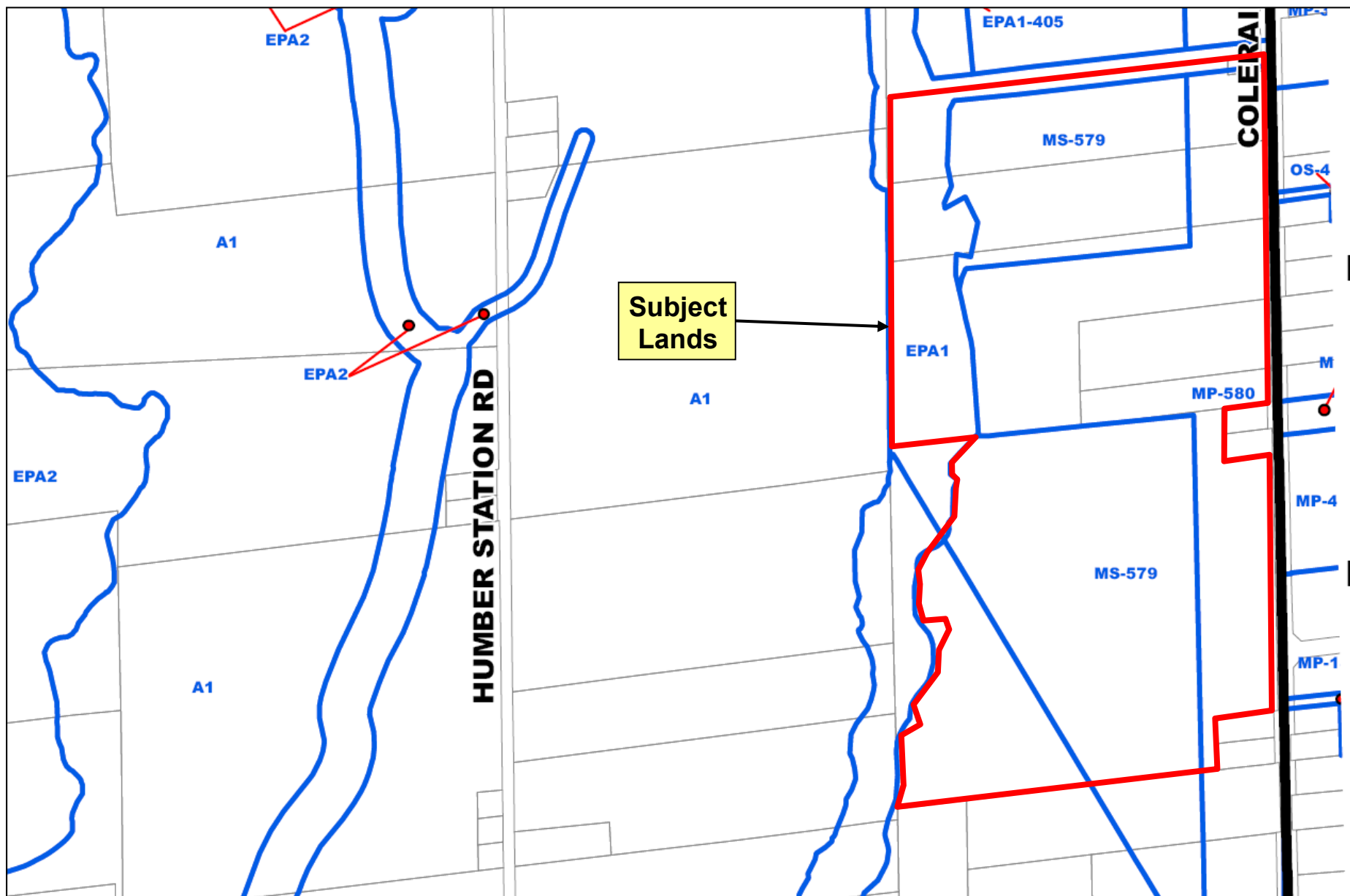
Figure 4
Caledon Official Plan, Coleraine West Employment Area, Schedule C-7



Note: Location and boundaries are approximate

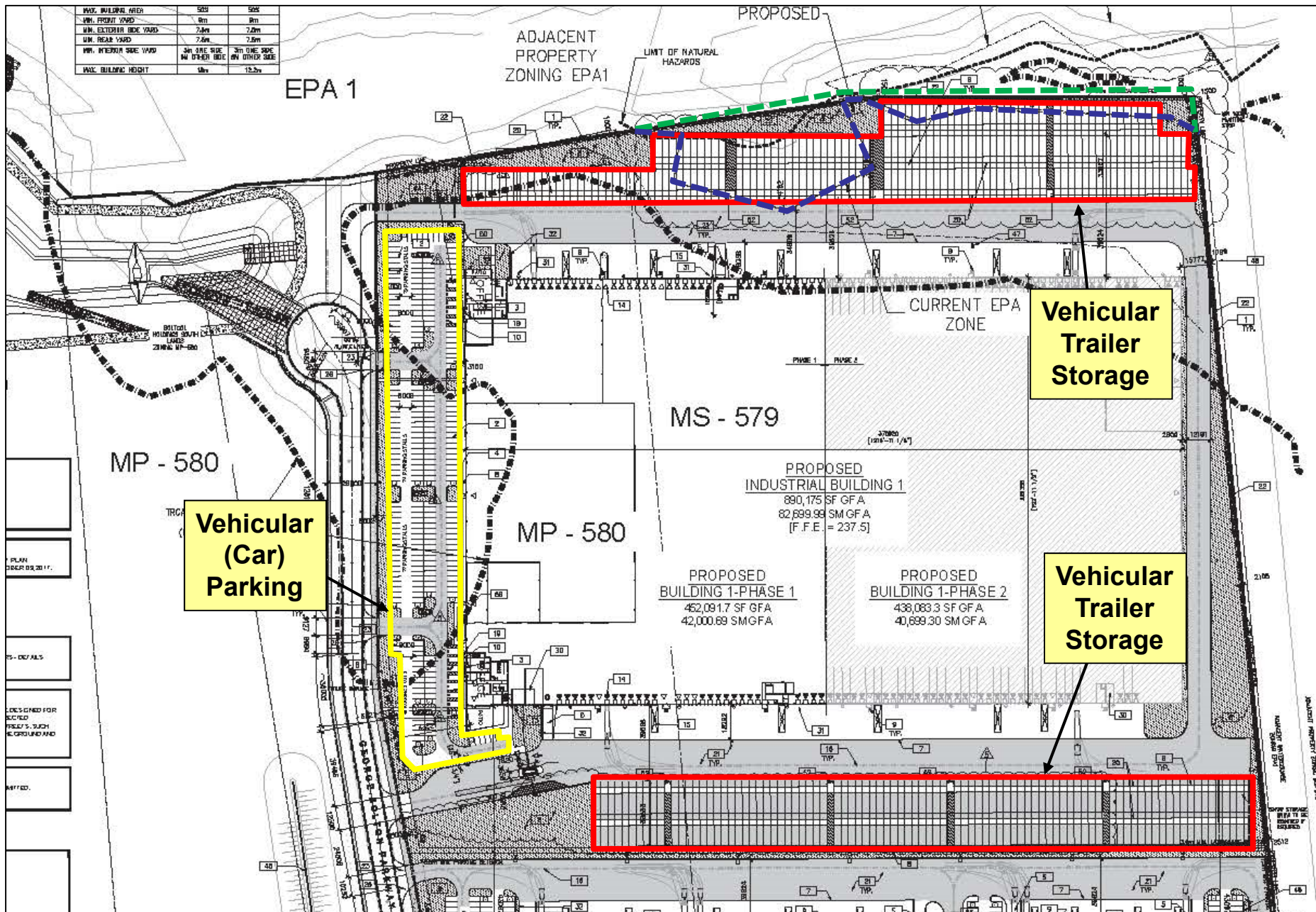
Figure 5

Town of Caledon Comprehensive Zoning By-law No. 2006-50, As Amended



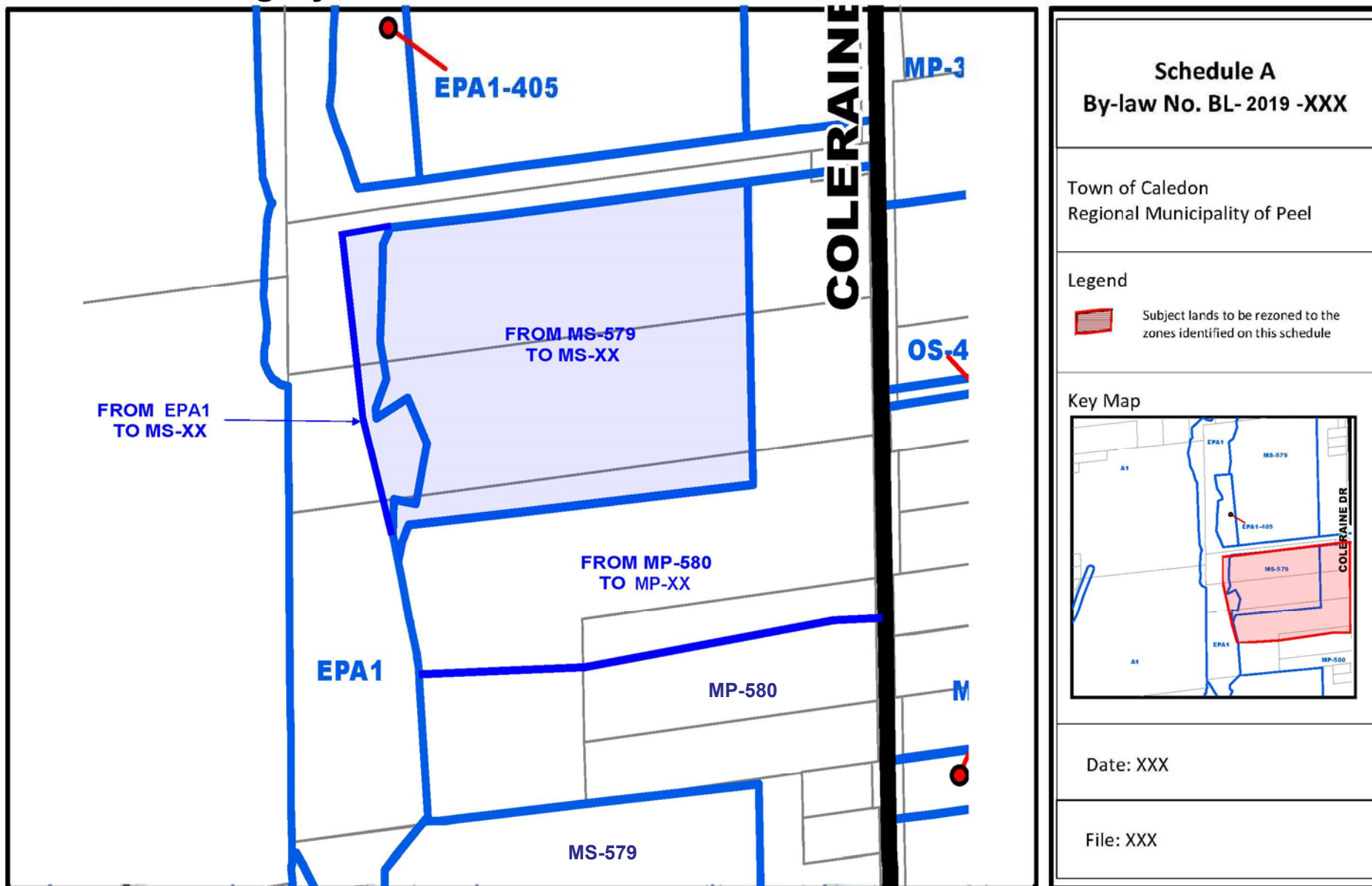
Note: Location and boundaries are approximate

Site Plan – Zoom View



Note: Location and boundaries are approximate

Figure 7
Draft Zoning By-law – Schedule A



Note: Location and boundaries are approximate

Figure 8

Proposed Zoning By-law Amendment

Proposed from EPA1, MS-579 and MP-580 to MS-XX and MP-XX

No proposed changes to existing permitted uses in the MS-579 and MP-580 Zones

Proposed Special Standards for a Warehouse:

From Existing Minimum Parking Requirement:

“For a warehouse use, the parking requirement where the associated office or retail net floor areas are 15 percent or less of the total net floor area: for buildings over 20,000 sq. m, 168 parking spaces are required, plus 1 parking space per 170 sq. m of net floor area or portion thereof over 20,000 sq. m.”

Building 1: 537 parking spaces required

To Proposed Minimum Parking Requirement (MS-XX and MP-XX Zones):

“Minimum off-street parking requirement for a Warehouse with a Gross Floor Area greater than 25,000 sq. m shall be 0.33 parking space per 100 sq. m of gross floor area or portion thereof of the building”

Building 1: 273 parking spaces required

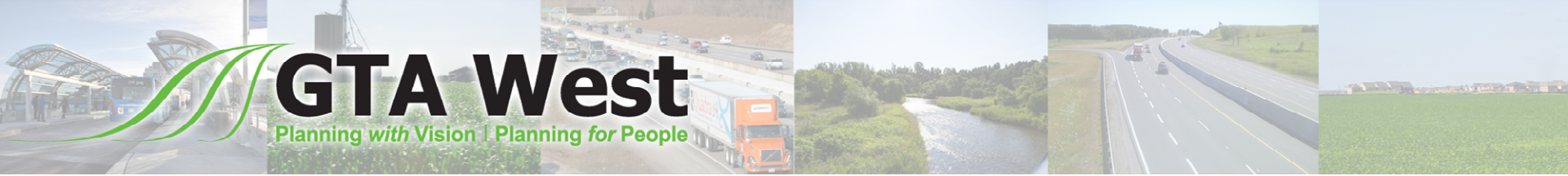


iPort Caledon

Any questions or comments?

GTA West Transportation Corridor Route Planning and EA Study – Stage 2

Town of Caledon Committee of the Whole
November 19, 2019



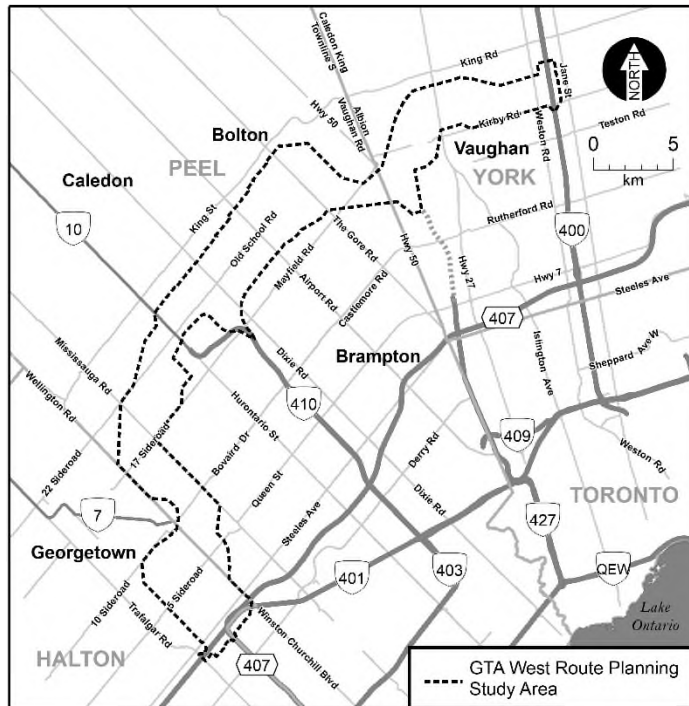
STUDY OVERVIEW

June 2019: GTA West Study resumed

- GTA West Study will protect lands for a future multimodal transportation corridor
- Northwest GTA Corridor Identification Study discontinued
- Ministry of Energy, Northern Development and Mines and Independent Electricity System Operator initiated a separate study to identify an adjacent electricity transmission corridor

Stage 2: GTA West Study focuses on a new multimodal transportation corridor:

- Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
- Includes a 400-series highway, transitway, and potential goods movement priority features

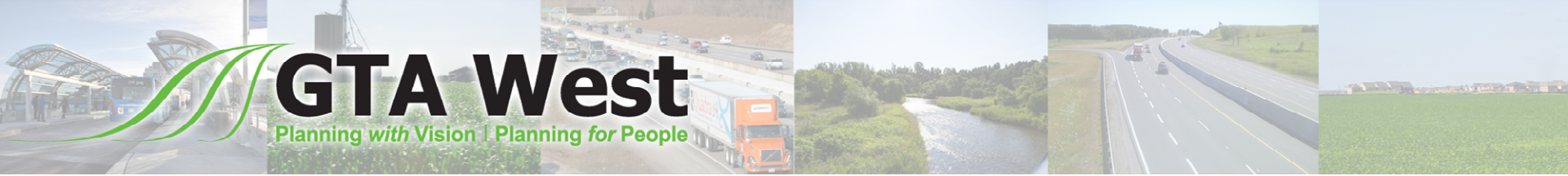




PLANNING *WITH* VISION, PLANNING *FOR* PEOPLE

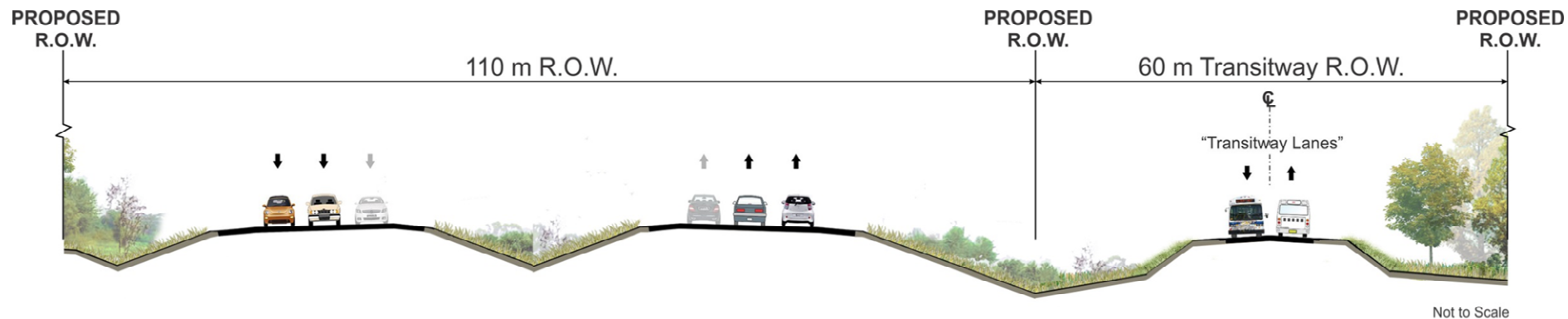
- The need for the GTA West Study remains and is strengthened by the GGH population and employment growth forecasts, reflecting more people and jobs by 2041. It is good practice to do long-range planning for areas under development pressure
- Committed to an open and transparent process that provides opportunities for all stakeholders to help shape the outcome of the project
- Strive to arrive at a recommended solution that provides the best balance of benefits and impacts for the local communities and the users of the transportation system

To accomplish this, we are committed to engaging our municipal and agency partners in open two-way communication that leads to meaningful discussions, proactive information exchange and a constructive working relationship



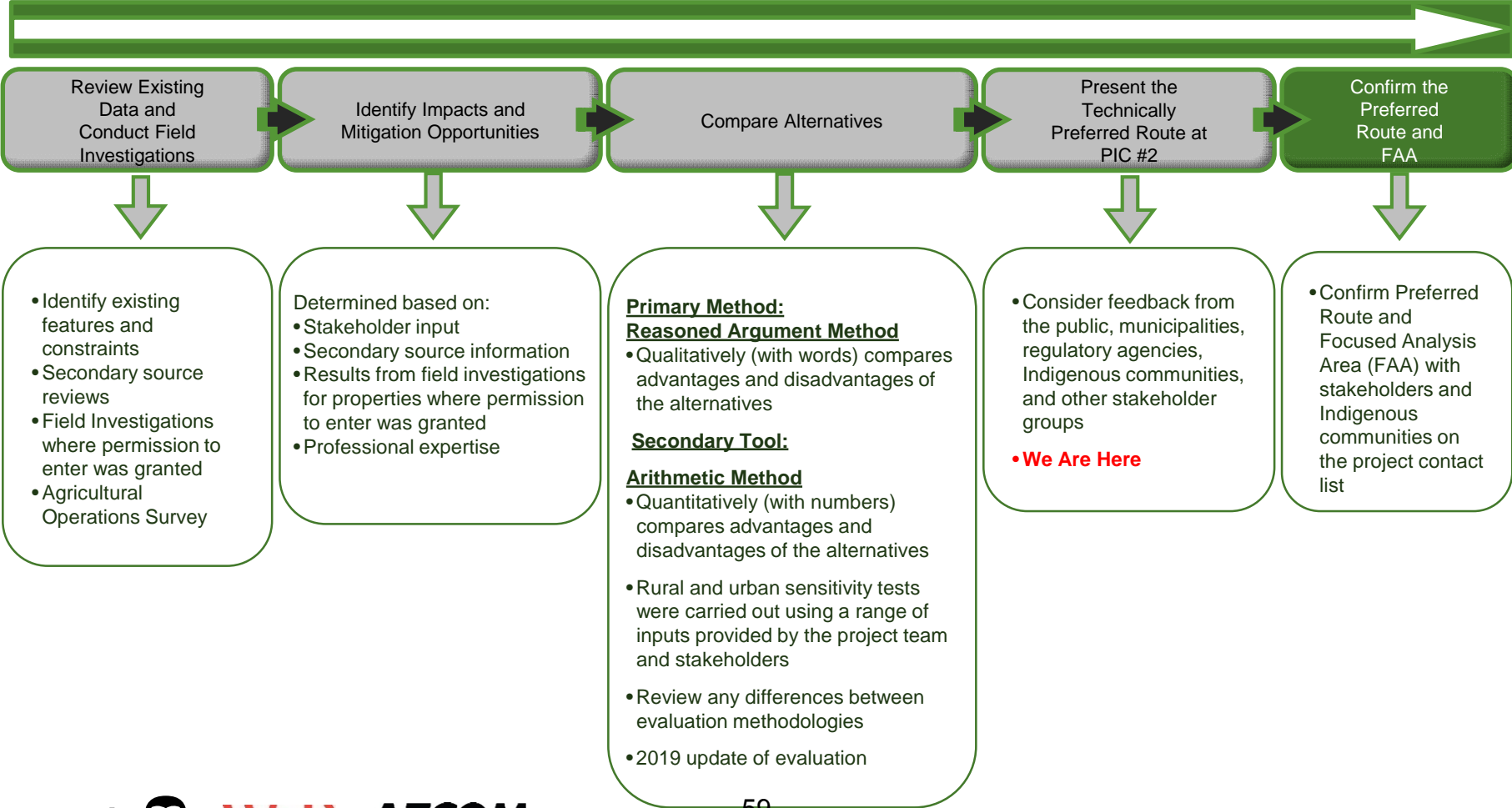
THE NEW MULTIMODAL CORRIDOR

- The multimodal transportation corridor will initially be designed as a 4- to 6-lane highway with a separate adjacent transitway
- The total proposed right-of-way (ROW) will be 170m



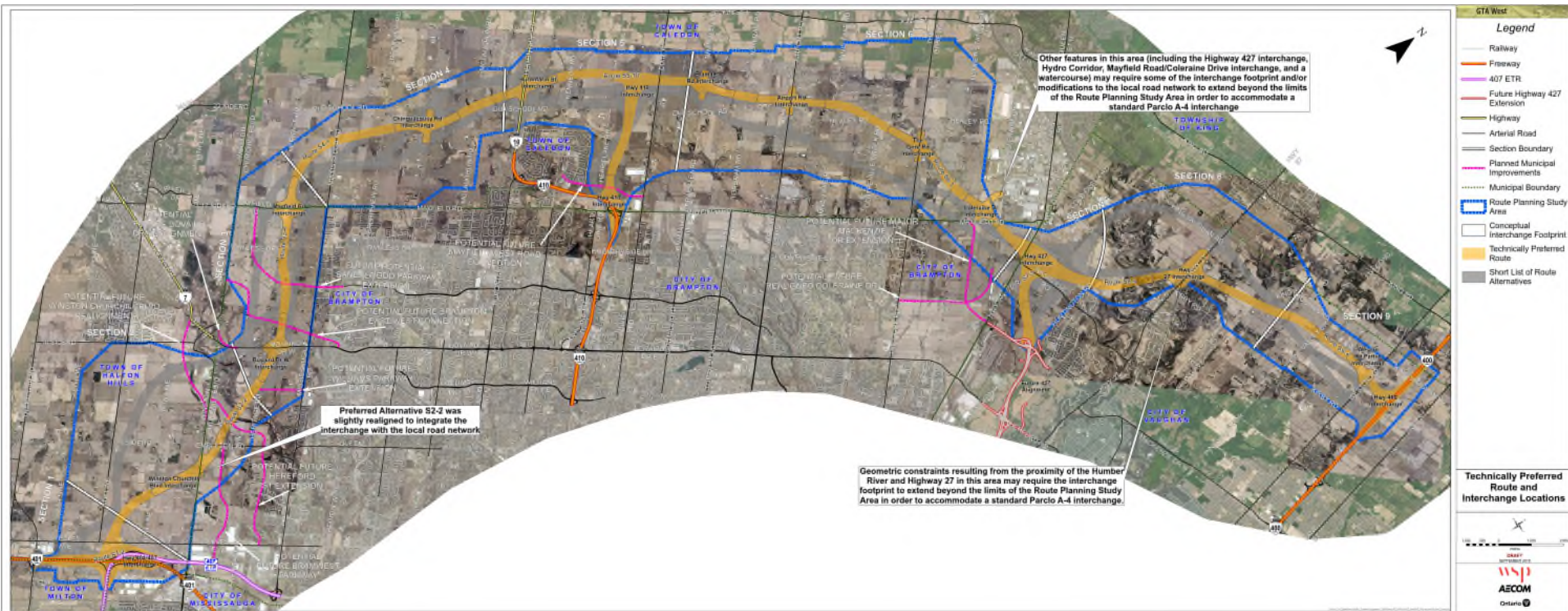


ROUTE EVALUATION PROCESS



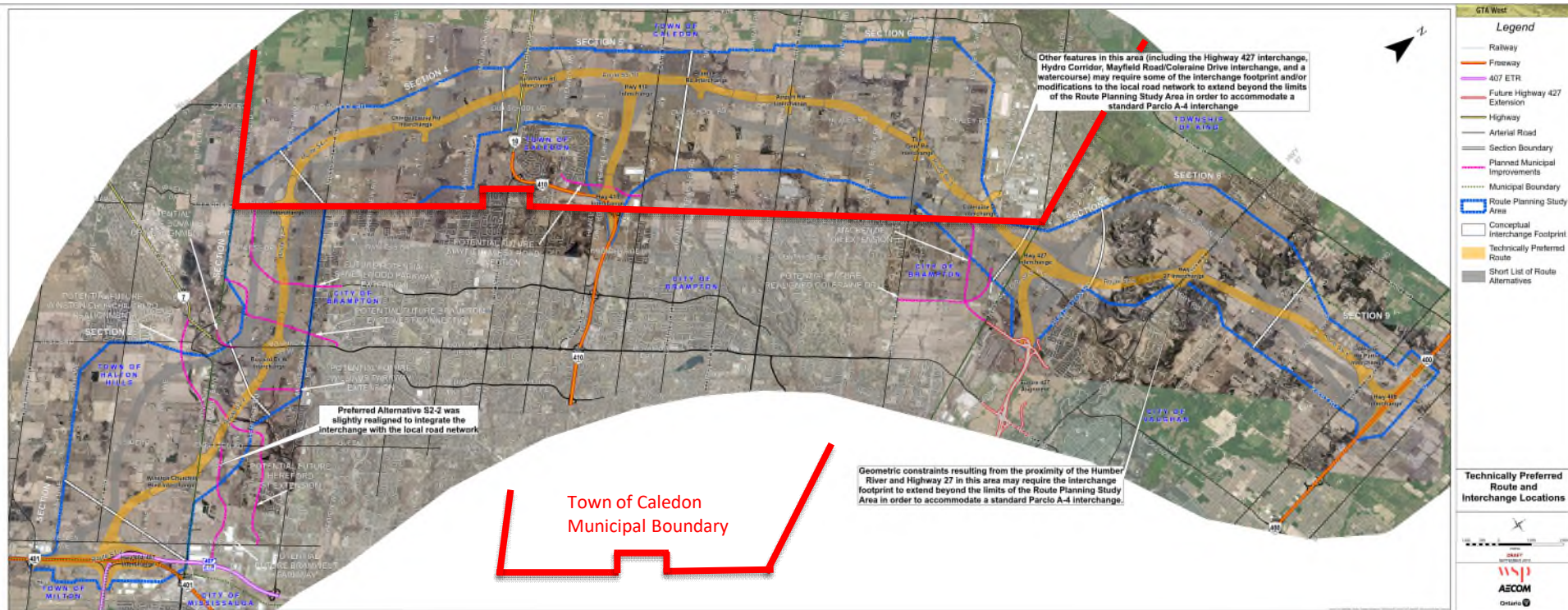


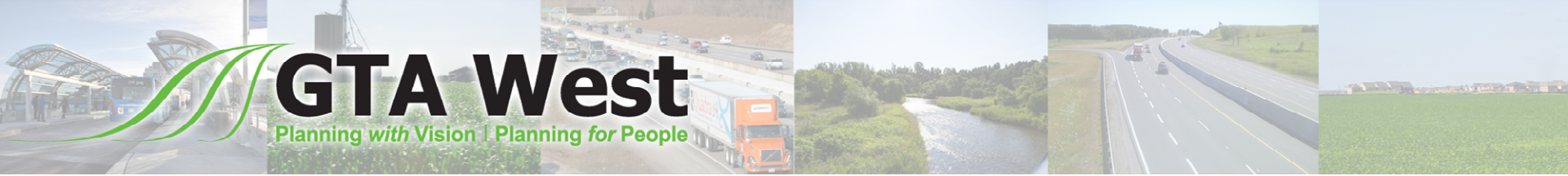
TECHNICALLY PREFERRED ROUTE





TECHNICALLY PREFERRED ROUTE



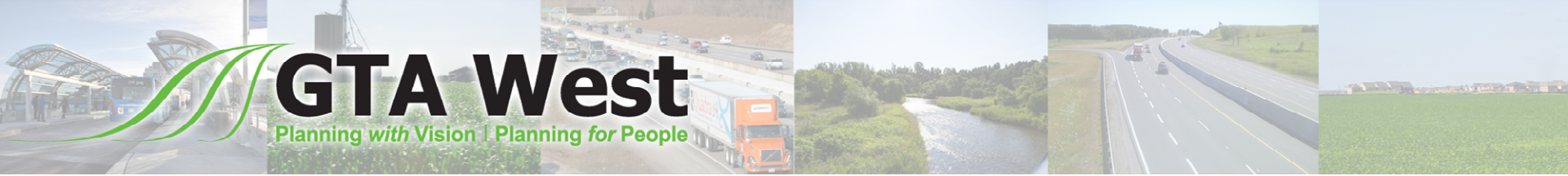


SECTION 3 PREFERRED ALTERNATIVE: S3-4

Preferred from a Transportation perspective:

- Minimizes wildlife habitat, wetland, and woodland community removal
- Avoids impacts to designated natural areas, including Greenbelt lands
- Connects well to the preferred crossing of the Credit River in Section 2
- Minimizes significant impacts to existing institutional facilities.
- Opportunities to avoid/minimize impacts to proposed Catholic Cemetery may be possible through design refinements
- Generally aligns with future land uses
- Considered the most constructible
- Provides the best opportunity for an interchange at Bovaird Drive
- Supports traffic safety and operations



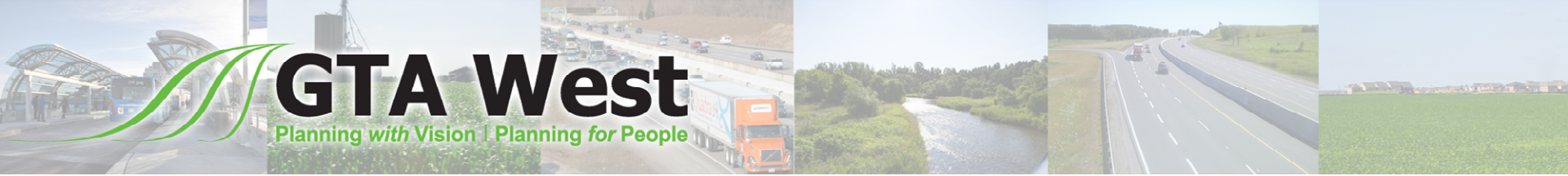


SECTION 4 PREFERRED ALTERNATIVE: S4-1

Preferred from Natural, Land Use / Socio-Economic, Cultural and Transportation perspectives:

- Minimizes impacts to watersheds and sub-watersheds, wetlands, woodlands and designated areas (e.g. Greenbelt)
- Has the fewest residential impacts (direct impacts and secondary noise impacts)
- Most preferred from an agricultural perspective as it has the lowest overall impacts
- Connects well with the preferred Section 3 alternative
- Has similar cost, traffic operations and level of constructability as the other well ranked alternatives





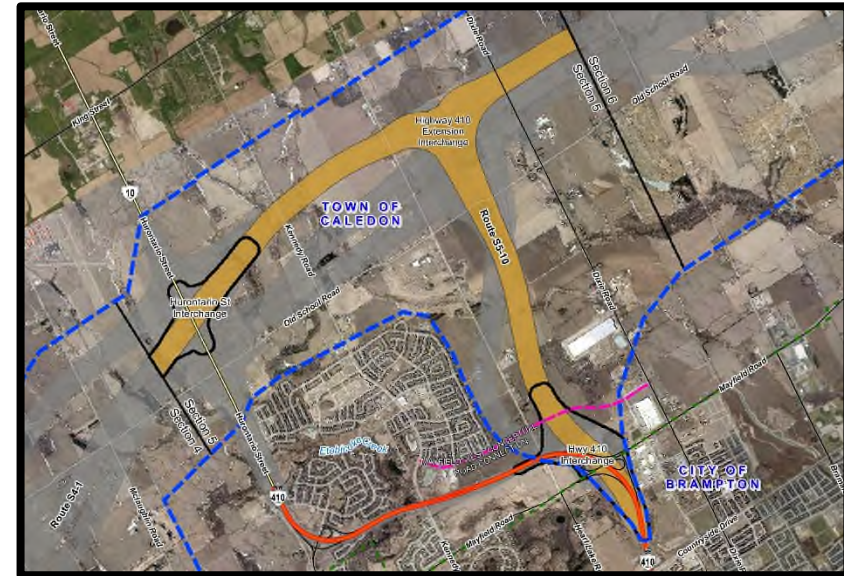
SECTION 5 PREFERRED ALTERNATIVE: S5-10

A new Highway 410 alignment was preferred over the existing Highway 10/410,

A new alignment to the east was preferred over a new alignment to the west of Heart Lake Road,

Alternative S5-10 is preferred from Land Use / Socio-Economic and Transportation perspectives:

- Minimizes impacts to fish and fish habitat, and wetlands
- Avoids impacts to large volume wells
- Avoids existing residential subdivisions in Valleywood and minimizes direct residential impacts elsewhere
- Minimizes impacts to agricultural lands and operations
- Minimizes impacts to built heritage resources
- Avoids impacts to commercial and industrial properties
- Minimizes impacts to future urban development including the Mayfield West planned community and Mayfield West employment lands
- Less complex Highway 410/GTA West freeway-to-freeway interchange design (connections to Hurontario Street are provided by a separate interchange)
- Better ability to implement a transitway in the new Highway 410 corridor
- Supports network compatibility, lower relative cost

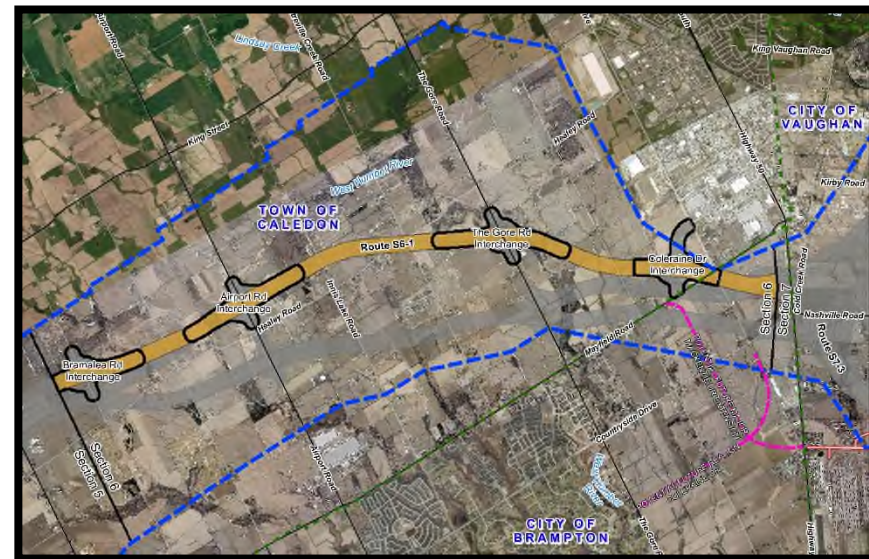




SECTION 6 PREFERRED ALTERNATIVE: S6-1

Preferred from Natural, Land Use / Socio-Economic and Transportation perspectives:

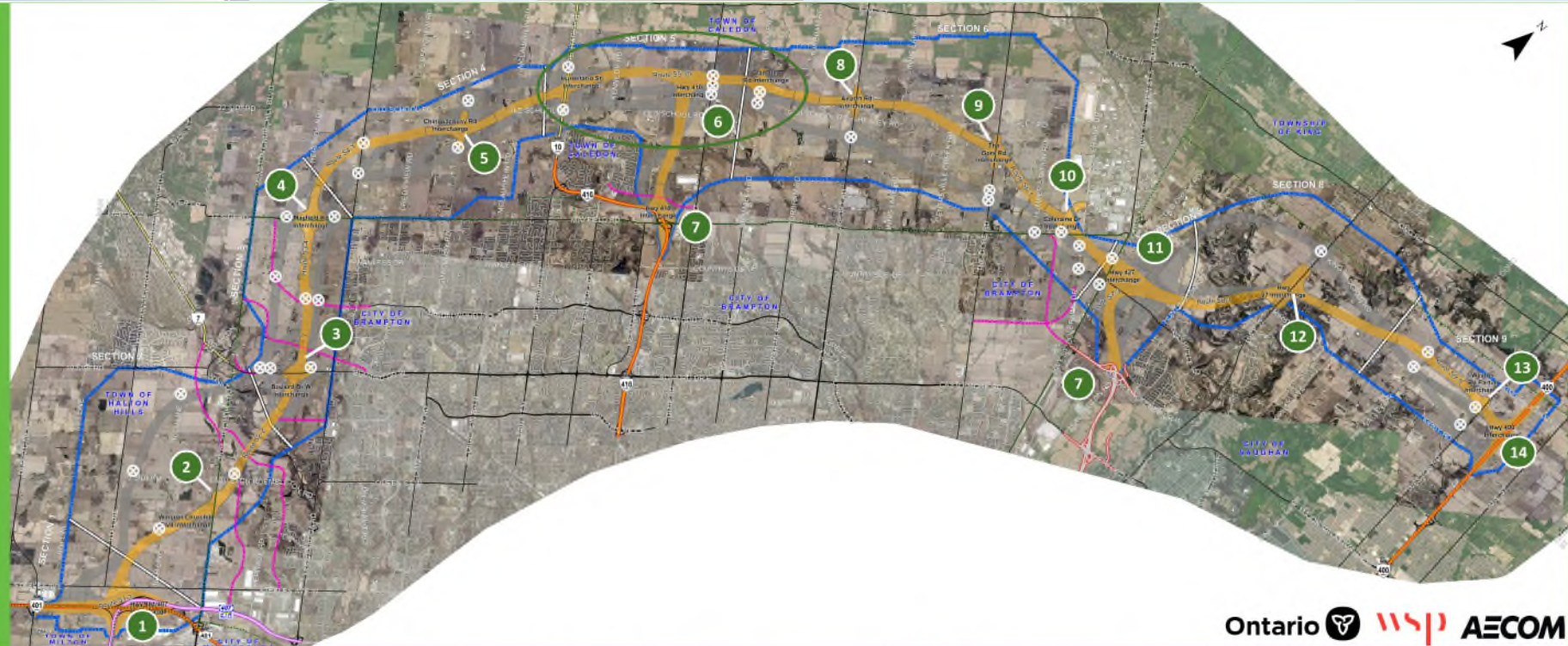
- Least impact to fish and fish habitat, minimizes impacts to wildlife and wildlife habitat, wetlands
- Impacts the fewest residential properties and private wells
- Low impacts to commercial/industrial properties and future development
- Avoids impacts to high-investment farming operations
- Accommodates a full moves interchange in the area of Coleraine Drive (realignment likely required to achieve an acceptable separation distance to the Highway 427 extension)
- Has a moderate relative cost to the other well ranked transportation alternative (S6-4)
- Connects well to the preferred Section 5 alternative





EVALUATION CRITERIA FOR SELECTING PREFERRED INTERCHANGE LOCATIONS

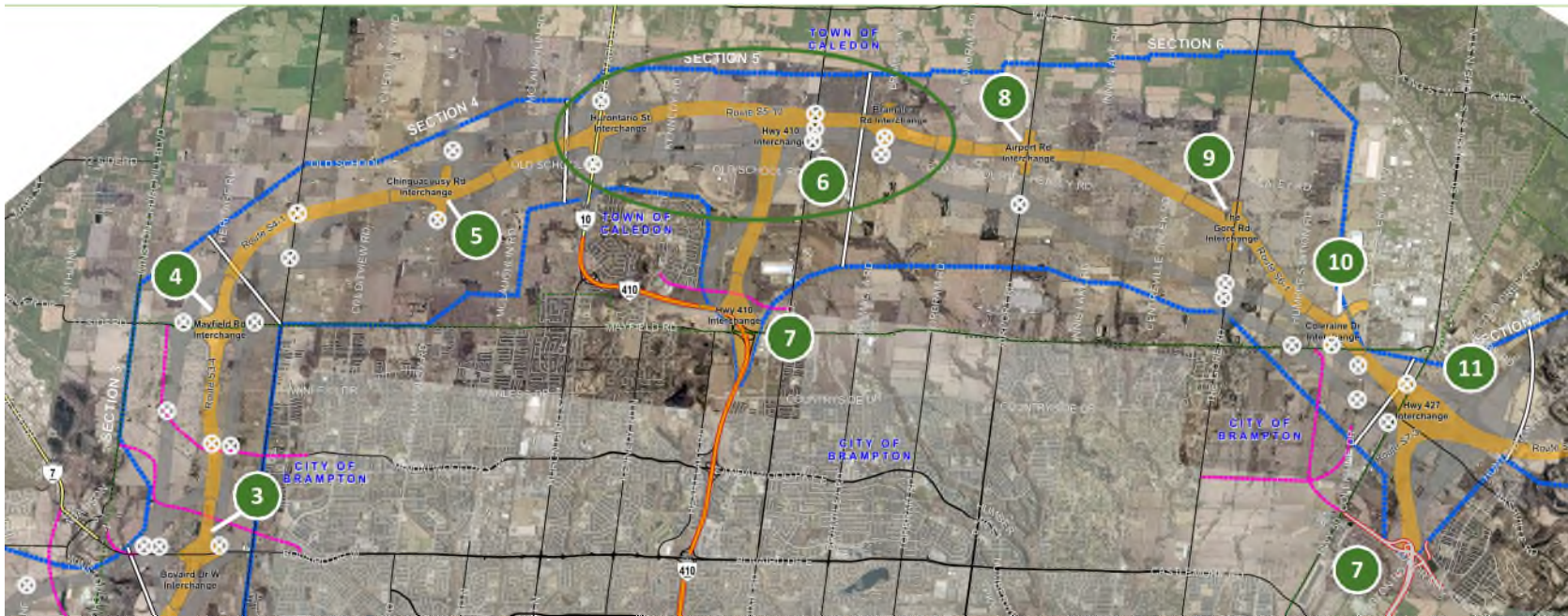
- Potential interchange locations along each route alternative were selected based on:
 - Level of connectivity to the highway network
 - Level of connectivity to the municipal road network and initiatives
 - Level of connectivity to transit
 - Traffic demand
 - Spacing between interchanges
- Potential interchange locations on the short list of route alternatives were discussed with municipal staff prior to the 2015 evaluation of route alternatives
- Key trade-offs between potential interchange location alternatives were considered in the evaluation of route alternatives
- After selection of the Technically Preferred Route, the potential interchange locations along that route were reviewed again using the above criteria and the preferred interchange locations were selected



<p>1 Highway 401/407 ETR freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 1</p>	<p>8 Airport Road Interchange – Aligns with Technically Preferred Route for Section 6</p>
<p>2 Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred</p> <ul style="list-style-type: none"> Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative) 	<p>9 The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6</p>
<p>3 Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred</p> <ul style="list-style-type: none"> Provides appropriate connections with the municipal road network and provides desirable interchange spacing Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road Better road geometry for an interchange at Bovaird Drive than at Heritage Road An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities 	<p>10 Coleraine Drive/Mayfield Road Area Interchange</p> <ul style="list-style-type: none"> A full moves interchange is desirable to connect to existing and future urban growth centres Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive) Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges) Proposed strategy is to realign Coleraine Drive and then provide a full interchange
<p>4 Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred</p> <ul style="list-style-type: none"> Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route There is better road geometry at Mayfield Road than at Mississauga Road 	<p>11 Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred</p> <ul style="list-style-type: none"> Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible
<p>5 Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4</p>	<p>12 Highway 27 interchange – Aligns with Technically Preferred Route for Section 8</p>
<p>6 Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus Interchanges at Hurontario Street and Bramalea Road preferred</p> <ul style="list-style-type: none"> Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving concerns with the freeway-to-freeway interchange 	<p>13 Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial interchange at Weston Road preferred</p> <ul style="list-style-type: none"> An interchange to the west of Highway 400 provides a desirable connection with the municipal road network Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive Weston Road provides a connection to a planned urban growth centre
<p>7 Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges – Aligns with Technically Preferred Routes for Sections 5 and 11</p>	<p>14 Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9</p>



PREFERRED INTERCHANGE LOCATIONS



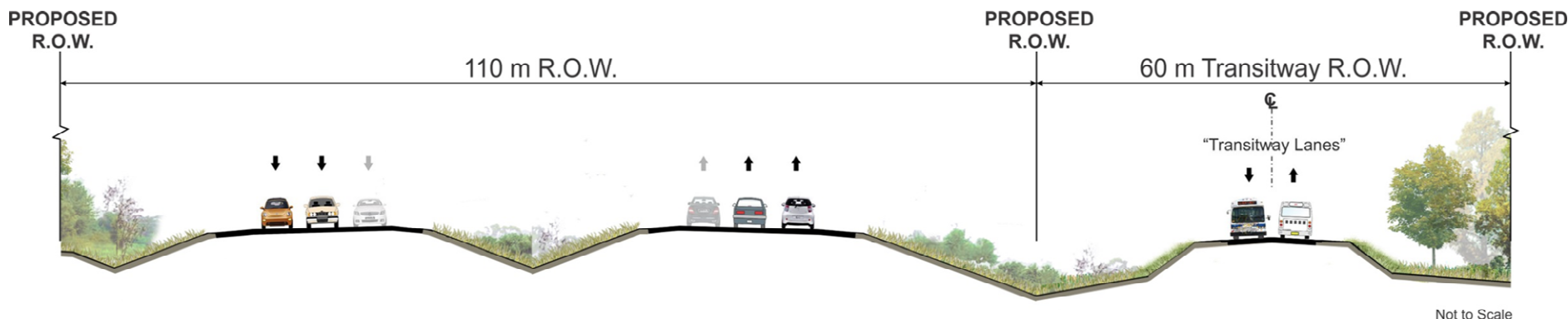
- 3** **Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred**
 - Provides appropriate connections with the municipal road network and provides desirable interchange spacing
 - Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton
 - Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road
 - Better road geometry for an interchange at Bovaird Drive than at Heritage Road
 - An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities
- 4** **Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred**
 - Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route
 - There is better road geometry at Mayfield Road than at Mississauga Road
- 5** **Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4**
- 6** **Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus Interchanges at Hurontario Street and Bramalea Road preferred**
 - Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd
 - Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network
 - An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving conflicts with the freeway-to-freeway interchange
- 7** **Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges – Aligns with Technically Preferred Routes for Sections 5 and 11**

- 8** **Airport Road Interchange – Aligns with Technically Preferred Route for Section 6**
- 9** **The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6**
- 10** **Coleraine Drive/Mayfield Road Area Interchange**
 - A full moves interchange is desirable to connect to existing and future urban growth centres
 - Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)
 - Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)
 - Proposed strategy is to realign Coleraine Drive and then provide a full interchange
- 11** **Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred**
 - Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible



THE GTA WEST TRANSITWAY

- The GTA West transitway will run parallel to the GTA West highway and will:
 - Allow buses (and potentially in the future, light rail vehicles) to operate on express schedules
 - Include stations at strategic locations and provide transit connections with buses onto major arterial roadways, Highway 401, 407ETR, Highway 427, Highway 410, and Highway 400
- The transitway will be further developed to confirm:
 - Alignment, roadway crossing details, terminus configurations
 - Opportunities to integrate with existing and future transit services
 - Station locations and layouts
 - Opportunities to integrate with existing and future development





GOODS MOVEMENT PRIORITY FEATURES

- Potential goods movement features have been screened:

Feature	Screening
Truck only lanes	✓ Carry forward for further consideration
Combined truck/transit lanes	✗ Do not carry forward <ul style="list-style-type: none"> Reduces level of service of the transitway by introducing additional traffic The transitway requires restricted access which prohibits use by other traffic
Truck use of potential HOV lanes during off-peak hours	✗ Do not carry forward <ul style="list-style-type: none"> No operational benefits in off-peak hours Introduces additional lane changes for trucks to access HOV Lanes
Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information	✓ Carry forward for further consideration
Longer speed change lanes	✓ Carry forward for further consideration
Enhanced design to accommodate Long Combination Vehicles	✓ Carry forward for further consideration
Truck only interchange ramps, where warranted by truck volumes	✗ Do not carry forward <ul style="list-style-type: none"> Creates additional enforcement requirements Interchanges are provided for key freight trip generators, and there is insufficient space for additional ramps in these areas without compromising highway design guidelines
Truck parking facilities	✓ Carry forward for further consideration
Enforcement features (weigh and inspection stations), including automated weigh stations	✓ Carry forward for further consideration



WHAT WE HEARD AT PIC #2

- Approx. 979 stakeholders attended, 79 written comments received
- Mixture of support and opposition for the Technically Preferred Route but majority of input was supportive:
 - The transportation corridor is needed, expedite the EA process, start construction as soon as possible
 - Protect for extra land now so that widening of the right-of-way is not required in the future
 - Concern about congestion on connecting roads (e.g. Mayfield Road, Highway 400, Highway 401, Coleraine Drive, Weston Road, etc.)
 - The transportation corridor should go west to Guelph, east past Highway 400 and be closer to Highway 9 in the north
 - Concern about impacts to nearby property owners (noise, air quality, etc.) and inquiries about mitigation measures
 - Mixed feelings about impacts to agricultural and Greenbelt lands. Some felt these features were given priority in the evaluation and appropriately influenced route selection (i.e. crossing of Credit and Humber Rivers) while others expressed concern about ability to support food production and ecosystem services
 - Preferred Routed S4-1 minimizes impacts to the natural environment (including agriculture) and residential properties but impacts the Mayfield West Phase 2 development
 - Support for new extension of Highway 410 rather than using existing Highway 410 (minimizes impacts to Valleywood) in Section 5
 - Mixed feelings about proximity to Brampton-Caledon Airport. Concern regarding potential impacts to operations while others want the route moved closer to condense land uses
 - The interchange at Coleraine Drive in Section 6 conflicts with an approved development to the north
 - Support for Preferred Route S6-1 as it minimizes impacts to natural environment, residential/commercial/industrial/agricultural properties



WHAT WE HEARD AT PIC #2

- Support for the transitway
 - The transitway only makes sense if it connects to other mass transit systems
 - Incorporate active transportation along the transitway
 - Support for transition from BRT to LRT
 - Consider both buses and trucks using the transitway
- Support for goods movement priority features
 - Support for truck only lanes
- Support for the 2019 Focused Analysis Area
 - Appreciate that over 60% of the Route Planning Study Area is in the green area (area of reduced interest)
 - Inquiries about when development restrictions will be lifted
- Other
 - Inquiries about timing of expropriation, permission to enter process, possibility of tolling, scope of separate electricity transmission study
 - Requests for digital mapping of Technically Preferred Route to understand impacts and coordinate works
 - The Project Team did a good job evaluating the route alternatives and explaining the rationale for their decisions



CONSULTATION & ENGAGEMENT

- Public Information Centres (3 rounds)
- Community workshops (4 rounds)
 - 2 rounds focused on Community Value Plans
- Ongoing consultation with Indigenous Communities
- Stakeholder advisory groups, municipal working groups, meetings with landowners, and Council presentations
- Website, email, toll-free telephone, Twitter, Ontario Government Notices and brochures





NEXT STEPS

Fall 2019	<ul style="list-style-type: none"> Project Team to review and respond to comments received at PIC #2: Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils
Spring 2020	<ul style="list-style-type: none"> Confirm the Preferred Route and Focused Analysis Area Commence preliminary design of the Preferred Route, which includes: Additional field investigations where permission to enter is granted Consultation with property owners directly impacted by the Preferred Route
Fall 2020 / Spring 2021	<ul style="list-style-type: none"> Develop Community Value Plans (the focus of Community Workshops #3 and #4)
Spring / Summer 2021	<ul style="list-style-type: none"> Meetings with Indigenous communities, Advisory Groups and Regional Municipal Councils
Fall / Winter 2021	<ul style="list-style-type: none"> Present the preliminary design of the Preferred Route at PIC #3
Late 2022	<ul style="list-style-type: none"> Anticipated submission of Final Environmental Assessment Report to MECP

* Schedule is subject to change

Delegation Request Summary

Delegate Information

[View Help](#)

First Name

Matthew

Last Name

Cory

Address Prefix (Optional)

Street Number

140

Street Name

Renfrew

Street Type

☒ Drive

Postal Code

L3R 6B3

Province

☒ Ontario

Town/City

Markham

Country

Canada

Email

mcory@mgp.ca

Phone Number

(905) 513-0170

Phone Type

☒ Business

Please state the item on the agenda related to the request to delegate and any other relevant information regarding the request:

Request to delegate for Matthew Cory from Malone Given Parsons Ltd., regarding the November 19, 2019, Planning and Development Committee Item 5.1 GTA West Corridor Route Planning and EA Study

Privacy

✓ Personal information contained on this form is collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act, and will be used for the purpose of providing correspondence relating to matters before Council.

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T.905.584.2272 | 1.888.225.3366 | F.905.584.4325 | www.caledon.ca

Engaging Council through a Delegation

A delegation is an opportunity to appear before Council or Committee concerning an item on the agenda prior to Committee or Council's consideration of the matter.

Council welcomes and encourages public input. A person may appear before Committee of the Whole or at a Council Meeting as a Delegation concerning an item on the agenda. A person wishing to make a delegation shall submit a request to the Town Clerk.

How to Delegate:

- Delegates are permitted to speak for ten (10) minutes and successive extensions of ten (10) minutes may be granted.
- Individuals are asked to step forward to the podium and state their name and provide their delegation through the microphone or other means as applicable for accessibility purposes.
- Material relating to your delegation must be provided with the completed Delegation Request Form. If you are unable to provide your material prior to the distribution of the agenda, please bring the material with you and have 15 copies for distribution to Council.

Please Note that USB keys with delegation material are prohibited.

- The appropriate way to address Council is to preface their surname with Mayor or Councillor, for example, Mayor Thompson.
- All questions or comments shall be made through the Chair.
- Delegates must provide a copy of their speaking notes and any additional information they present for inclusion in the public record.
- A person addressing Council or Committee of the Whole shall not utilize profane or offensive words or insulting expressions and shall not impugn the reputation of any individual member.
- Applause and other displays of approval or disapproval during Council or Committee of the Whole are considered inappropriate and are discouraged.

For more information

For assistance regarding a delegation to Council or Committee of the Whole, please contact the Town's Legislative Services Division at 905.584.2272 x. 2366 or by email to agenda@caledon.ca.

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November 15, 2019

MGP File: 15-2347

GTA West EA Team
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto ON M3M 0B7

via email: project_team@gta-west.com

Attention: Mr. Lukasz Grobel
Ontario Ministry of Transportation Project Manager

Dear Mr. Grobel:

RE: Comments Regarding GTA West Corridor Preferred Technical Alignment
Brookvalley Project Management Inc.
Mayfield West Phase 2, 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”) (see Attachment 1).

The purpose of this letter is to provide comments with respect to Section S4-1 of the GTA West Corridor Technically Preferred Alternative (“Route S4-1”) shown in Attachment 2, Alternative Route (“Route S4-2”) shown in Attachment 3, and the Draft Evaluation of the Short List of Route Alternatives (the “Evaluation Criteria”), dated September 2019.

On behalf of Brookvalley:

- 1) We request that Route S4-2 be carried forward as the preferred route alternative for Section 4 of the GTA West Corridor.**
- 2) We further request that Route S4-2 be modified to straighten the alignment and eliminate the interchange at Chinguacousy Road to provide a more efficient route along the GTA West Corridor.**

As shown in Attachment 2, Route S4-1 frustrates the development of the Mayfield West Study Area. Short Listed Alternative Route Section S4-2 (“Route S4-2”), shown in Attachment 3, minimizes the impact to the Mayfield West Study Area.

A modified Route Section S4-2 (“Modified Route S4-2”), shown in Attachment 4, has been prepared that improves Route S4-2 by providing a more efficient alignment that further minimizes impacts to the Mayfield West Study Area and eliminates the interchange at

Chinguacousy Road. It is additionally requested that this modified route be explored by the GTA West Team and adopted as the preferred route if possible.

Request 1:

On behalf of Brookvalley, we request that the EA be concluded identifying Route S4-2 as the preferred route for the GTA West Corridor Alignment for the following reasons:

The basis of this request is elaborated upon in the following text.

- 1) Route S4-2 provides the least impact to the natural environment of the published routes, as demonstrated in the Evaluation of the Short List Alternatives. Moreover, the preferred option (Route S4-1) appears to require crossing and/or removal of additional significant features and traverses through significantly more of the Greenbelt Natural Heritage System (“NHS”) than S4-2. S4-2 provides the minimum impact to the natural environment both within and outside the Greenbelt Plan.**

It appears that, within the Evaluation Criteria, significant weight was given to the impact of the route alternatives on the agricultural system. While we can appreciate the importance of maintaining prime agricultural areas, we note that the agricultural potential of the lands in all route alternatives is generally equivalent; however, implementing Route S4-2 would result in an alignment that impacts the smallest amount of agricultural lands (125 ha compared to 153 ha in Route S4-1), and provides an alignment that would result in the least fragmentation of the agricultural system, north of Phase 2 of the Mayfield West Study Area.

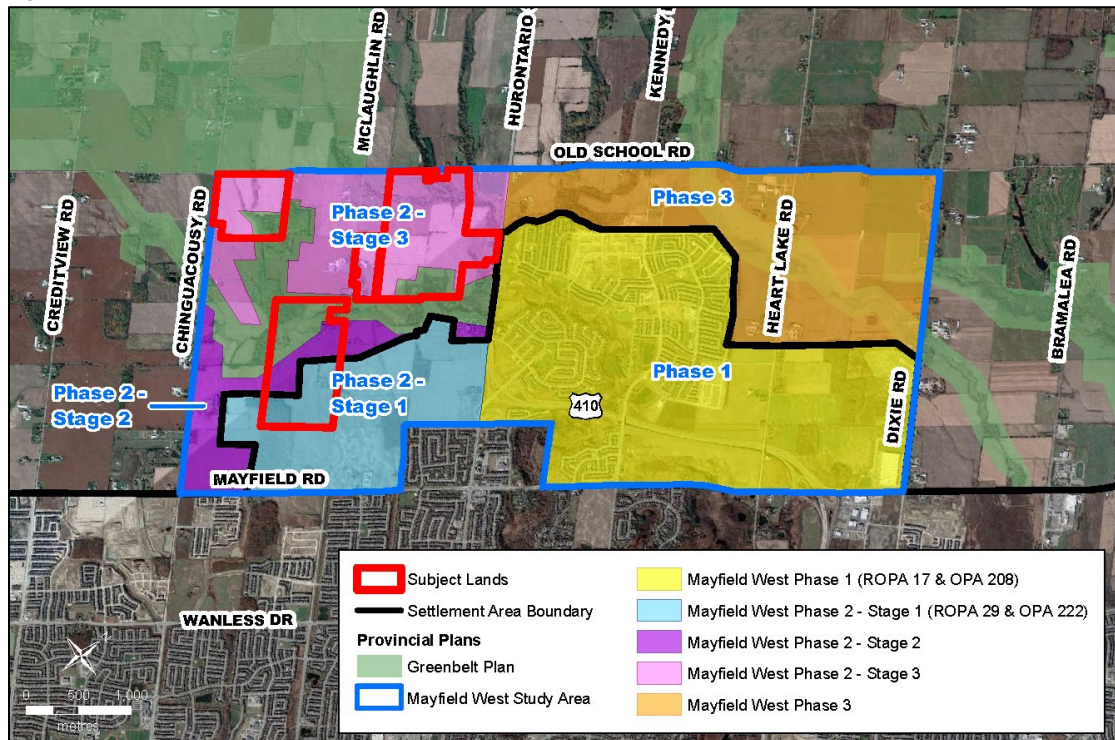
It appears that Route S4-2 ranked poorly with respect to the Natural Environment due to the extent to which it aligns the corridor within the Greenbelt Plan area (2.64 km versus Route S4-1 at 1.76km). However, it appears that the majority of this additional area within the Greenbelt Plan falls within the Protected Countryside and not within the Natural Heritage System and therefore, does not appear to impact the natural heritage features of the Greenbelt Plan to any greater extent than the other route alternatives.

From a natural heritage features perspective Route S4-2 provides an alignment that scores favourably when compared to Route S4-1, and the other route alternatives in many evaluation aspects. For example, based on the Evaluation Criteria, Route S4-2 has fewer potential water crossings, results in the lowest overall loss of wildlife habitat and the lowest overall loss of significant woodlands. Further, Route S4-2 scores equivalent to Route S4-1 with respect to the impact on fish communities, provincially and locally significant wetlands, groundwater recharge and wellhead protection areas.

- 2) **Route S4-2 results in the least impact to land use planning and socio-economic factors, particularly recognizing that the analysis did not have the proper regard for the Mayfield Study Area and the intent that these lands provide for the Town's community growth needs to 2041. S4-2 minimizes the impacts to developable community area lands and the delivery of housing supply and is consistent with Bill 108 that was released in June 2019.**

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 boundaries of 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 Town of Caledon (the "Town") "tri-nodal" approach to growth management. 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:

- 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 Mayfield West Phase 2 allocation

resulting in the staging of Mayfield West Phase 2 into 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) is a Town-initiated amendment to support the Mayfield West settlement area expansion to include the MW2-2 lands.

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 would be 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.

Route S4-1 will cut through the northwest corner of the Mayfield West Study Area and directly impact approximately 35 hectares of land anticipated to accommodate residential development. The inclusion of an interchange at Chinguacousy Road would further impact the development potential of the lands, including the MW2-2 lands which were recently endorsed by Council for settlement area boundary expansion. It is likely that if the alignment of Route S4-1 were implemented, especially with the introduction of an interchange at Chinguacousy Road, the MW2-2 and MW2-3 lands may not be developed as a residential community, and if so would have to deal with issues associated with sensitive uses adjacent to the highway (i.e. noise, air quality etc.). This would result in a displacement of allocated population and dwelling units that would need to be accommodated elsewhere within the Town, for which the land use planning processes have not yet necessarily been completed and servicing solutions may not exist, thereby delaying the timing of delivery for units to accommodate projected populations.

Route S4-2 locates the alignment of the GTA West Corridor north of the approved Mayfield West Study Area, and into whitebelt and Greenbelt Plan areas. This alignment transitions efficiently and would ensure the Mayfield West Study Area, could be developed in a timely manner to accommodate population growth.

It is the policy of both the Provincial Policy Statement (“PPS”) 2014 and Draft 2019, that communities should be sustained by *“avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas...”* (Section 1.1.1.d). These policies indicate it is the Province’s priority to respect settlement area boundaries and their efficient expansion, of which the Mayfield West Study Area is a prime example.

The 2019 Draft of the PPS provides policies that promote *“... the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns...”* (Section 1.1.1.e). This policy indicates the Province’s priority to ensuring various planning initiatives work together to optimize results.

The Minister of Municipal Affairs and Housing made clear the intention to increase housing supply and housing affordability in a statement made on May 2, 2019, on the release of Bill

108. *“More Homes, More Choice: Ontario's Housing Supply Action Plan is a full-spectrum suite of legislative changes to increase the supply of housing that is affordable and provide families with more meaningful choices on where to live, work and raise their families...”*

While the Draft Evaluation of the Short List of Route Alternatives (the “Evaluation Criteria”), dated September 2019, provide significant consideration for impacts to the agricultural and Greenbelt Plan systems, they do not appear to provide appropriate weighting to the potential impacts to urban land use planning policies and initiatives. Based on the Evaluation Criteria, it appears that the Province’s objectives to maintain the integrity of settlement areas and increase housing supply have not been considered as part of the selection of Route S4-1. Route S4-1 would sever the Mayfield West Study Area thereby preventing the efficient expansion and development of an existing settlement area and further would limit, and delay, the delivery of housing which is contrary to Provincial Policy and the Minister’s direction to increase housing supply.

Route S4-2 is the only route alternative that accounts for these Provincial objectives, aligning the GTA West Corridor north to reduce the impact to the Mayfield West Study Area to ensure the efficient expansion of an existing settlement area and maintaining the integrity of the historical municipal land use planning policies and initiatives by the Councils of the Town of Caledon and Region of Peel .

The Mayfield West Study Area is consistent with the Settlement Area Boundary Expansion policies of the A Place to Grow: Growth Plan for Greater Golden Horseshoe, 2019 (the “Growth Plan). As mentioned, the Mayfield West Study Area has been contemplated to accommodate growth for 20+ years, MW2-2 and MW2-3 are the next obvious extension of the settlement area boundary, infrastructure and water and wastewater services, and would round out a community that has been protected for residential development since 1997.

It is the policy of the Growth Plan that *“...Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies...”* (Section 3.2.1.2). Further policies 3.2.1.1 and 3.2.2.1 of the Growth Plan require infrastructure and transportation planning be co-ordinated with land use planning.

With respect to infrastructure corridors it is the policy of the Growth Plan that *“The planning, location, and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas...”* (Section 3.2.5.2).

3) Route S4-2 is more cost-effective when costs associated with land acquisition are considered;

It is the Province's priority to ensure various planning initiatives work together to optimize results and, require that such infrastructure and transportation projects specifically be coordinated with land use, environmental and fiscal planning processes.

Selection of Route S4-1 would result in an alternative that disregards the in-force and effect land use planning initiatives and cost-efficiency related to the costs associated with land acquisition.

As mentioned, Route S4-2 proposes an alignment that would traverse north of the Mayfield West Study Area which would result in an alternative that is more consistent with Provincial Policy as it provides consideration for land use planning initiatives, environmental features and fiscal responsibility.

The lands have been included within the Settlement Area and would have proceeded to development by now, if not for the delay in planning these lands caused by the GTA West Study, as noted in section 2.1.4 of the evaluation Matrix. This is a negative and prolonged impact on the subject lands as a result of the project, where additional negative impacts are likely with the preferred option disrupting the logical and good planning of this area.

With respect to the transportation-related evaluation criteria, the route alternatives scored equally, except for construction costs and traffic operations as they relate to the potential realignment of roads.

While it is appreciated that the Evaluation Criteria identify construction costs as a criterion for evaluating the route alternatives, we note that the Evaluation Criteria neglect to consider the costs associated with land acquisition. Acquiring land for the alignment of the GTA West Corridor will require the Province to pay market value for the lands anticipated to accommodate the Corridor. The market value for lands anticipated for urban development, such as the Mayfield West Community Study Area, has reached a value substantially higher than the value of either Greenbelt Plan or whitebelt lands. As a result, these costs have the potential to significantly increase the anticipated costs associated with each respective route alternative.

If land acquisition costs had been considered as part of the Evaluation Criteria it is likely that Route S4-2 would have scored much higher as a preferred route alternative given that it is the only alternative that locates the GTA West Corridor outside of the Mayfield West Study Area lands, which as mentioned, are anticipated for urban development. Route S4-2 locates the GTA West Corridor north of the Mayfield West Study Area where costs associated with land acquisition are anticipated to be a fraction of the cost, making it the most cost-effective route alternative.

4) The evaluation table appears to have several inconsistencies and errors which negatively effect the assessment of S4-2 as the preferred option – if these errors were corrected, we believe the option would be selected as the preferred option;

1.1.1	S4-2 has the least crossings yet is ranked 3 rd
1.1.2	All entries are identical yet S4-2 is ranked lower
1.2.2	S4-2 effects the same amount of wetlands as other options, and less area than S4-3, yet is ranked lowest, and doesn't specify the amount or area of unevaluated wetlands affected
1.2.4	Erroneously states that S4-2 has 2.64km within the NHS of the Greenbelt, when measured this is ~500m, which when corrected would result in this being ranked #1 as opposed to #4.
1.3	Given the other errors in the section, question the calculation and conclusion and ranking of S4-2.
1.5.1	Only S4-2 has a mention of the number of crossings, air photography review appears to show that all options have similar amount of crossings, with more significant crossings with other options, primarily the preferred option.
1.6.1	If air quality impacts on future residents of Mayfield Secondary Plan were considered S4-2 would have the least impact on the most residents and would be ranked #1.
2.1.2	Given other discrepancies believe the measurements are incorrect relative to other entries in the table. However, agree that the least Agricultural lands are impacted. Moreover, most policy considerations in the PPS and Growth Plan (discussed in item 2 of this letter) were not considered, and if considered S4-2 would be ranked #1.
2.1.3	S4-2 impacts the smallest Agricultural Area and avoids impacts to the future planning of the Mayfield Study Area as opposed to all other options. The preferred option could result in the creation of a dysfunctional employment area next to the highway and should be ranked #4, and S4-2 should be ranked #1.
2.1.4	As with above point, the impact on the Study Area has not be contemplated, if it was, the preferred option would be ranked lower than S4-2.
2.3.1	The impacts of locating a Highway through a new community are high regarding ambient noise as it effects nearby residents. In this regard, S4-2 avoids the Mayfield Study Area and should be ranked #1 as it impacts the least residents (existing and planned).
2.4.2	Discrepancy between the agricultural area in this entry vs. 2.1.2.
2.7.3	If the Mayfield Study area and future residents are considered, S4-2 has the

2.7.4	least negative visual impacts to current and planned sensitive viewers and should be ranked #1.
3.1.3 3.2.4	We believe the cemetery could be avoided through more detailed design and therefore S4-2 should be ranked equally with the other options.
4.7	Other options appear to require more watercourse crossings, which should result in a greater cost relative to S4-2 – believe the costing needs to be re-evaluated. Moreover, the cost of land acquisition through the Mayfield Study Area will be higher vs outside of this area, and therefore believe that the cost of the S4-2 should be the lowest and therefore ranked #1.
4.8	There appears to be no significant difference in any of the options regarding road realignment requirements – believe S4-2 should be ranked the same as other options.

The Draft Evaluation of the Short List of Route Alternatives (the “Evaluation Criteria”) is shown in Attachment 4.

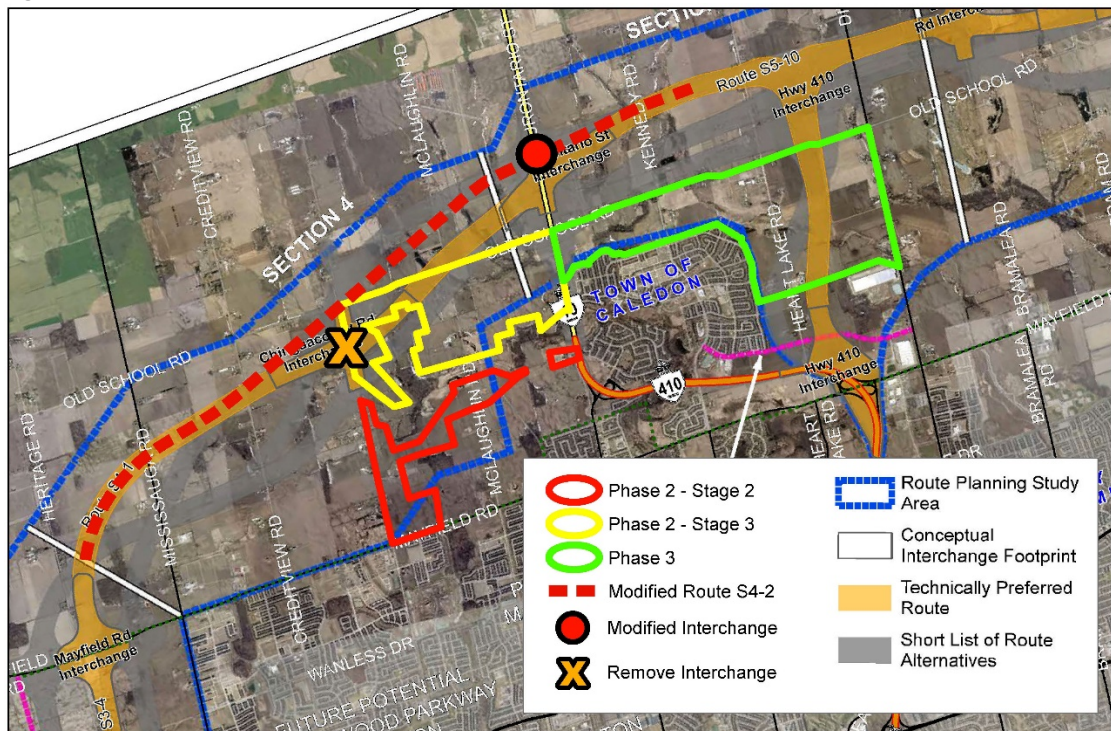
Request 2:

We request that Route S4-2 be modified to straighten the alignment and eliminate the interchange at Chinguacousy Road to provide a more efficient route along the GTA West Corridor.

Modified Route S4-2, shown below in Figure 2 and included in Attachment 5, straightens the alignment of Route S4-2 and removes the interchange at Chinguacousy Road resulting in a simplified corridor, shorter overall length and provides savings related to construction costs while mitigating the inefficiencies within Route S4-2. In terms of length, Modified Route S4-2 (7.0 km) is shorter than Route S4-2 (7.3 km) and slightly longer than Route S4-1 (6.9 km).

With respect to provincial, regional, and local policy initiatives, Modified Route S4-2 best accommodates the land needs of the Town and Region to 2041 by providing the best opportunity for the full development of the Mayfield West Study Area and maintain the Town's long-standing commitment to allocate growth and development to the Mayfield West community. The proposed interchange at Chinguacousy Road disrupts the growth and development of the Mayfield West community by cutting through lands intended for residential growth that are vital and required to accommodate the Town and Region's population growth to 2041. The interchanges at Hurontario Road and Mayfield Road provide adequate access to the surrounding area and the elimination of the Chinguacousy interchange simplifies the GTA West Corridor and reduces cost.

Figure 2. Modified Route S4-2



We respectfully request that GTA West team examine Modified Route S4-2 as an alternative route during the EA process and identify this modified route as the preferred alignment for Section 4 of the GTA West Corridor.

CONCLUSION

Based on the issues and comments of this letter, it is our opinion that Route S4-1 significantly reduces the development potential of the Mayfield West Study Area. We therefore request that Route S4-2, as seen in Attachment 4, be carried forward as the preferred route for Section 4 of the GTA West Corridor for the following reasons:

- 1) Route S4-2 provides the least impact to the natural environment of the published routes, as demonstrated in the Evaluation of the Short List Alternatives. Moreover, the preferred option (Route S4-1) appears to require crossing and/or removal of additional significant features and traverses through significantly more of the Greenbelt Natural Heritage System (“NHS”) than S4-2. S4-2 provides the minimum impact to the natural environment both within and outside the Greenbelt Plan.
- 2) Route S4-2 results in the least impact to land use planning and socio economic factors of the published routes, particularly recognizing that the analysis did not have the proper regard for the Mayfield West Study Area and the intent that these lands provide for the Town’s community growth needs to 2041. S4-2 minimizes the impacts to developable community area lands and the delivery of housing supply and is consistent with Bill 108 that was released in June 2019.
- 3) Route S4-2 is more cost-effective when costs associated with land acquisition are considered;
- 4) The evaluation table appears to have several inconsistencies and errors which negatively effect the assessment of S4-2 as an option – if these errors were corrected, we believe the option would be selected as the preferred option;

As discussed throughout this letter, it appears that Route S4-1 has not given consideration to delivering housing to accommodate population growth and ignores the long history of planning undertaken by both Peel Region and the Town of Caledon. Furthermore, it appears that the Province’s objectives to increase housing supply have not been considered when S4-1 was identified through the Environmental Assessment process, nor were the costs of acquiring lands planned for urban growth versus the lesser cost of Greenbelt and whitebelt lands if the alignment were to be moved northward. Finally, it appears that the Evaluation Criteria inappropriately evaluate the impact to the natural environment, providing significant weight on the impact to the agricultural system and Greenbelt Plan area rather than the impact to the natural heritage features themselves.

We additionally request that Route S4-2 be modified to straighten the alignment and remove the interchange at Chinguacousy Road to provide a more efficient route along the GTA West Corridor

A modified alternative route has been prepared (“Modified Route S4-2”) that straightens the alignment of Route S4-2 (see Attachment 4) while simplifying the route by removing the interchange at Chinguacousy Road. Modified Route S4-2 results in the fewest impacts to the Mayfield West Study Area and we respectfully request that the GTA West Team explore this option and if possible, carry forward Modified Route S4-2 as the final preferred alignment for this section of the GTA West Corridor.

We thank you for the opportunity to provide our input and look forward to working with you and your staff throughout this process. We would appreciate being added to the circulation list for any new information with respect to the GTA West Corridor as it arises.

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.



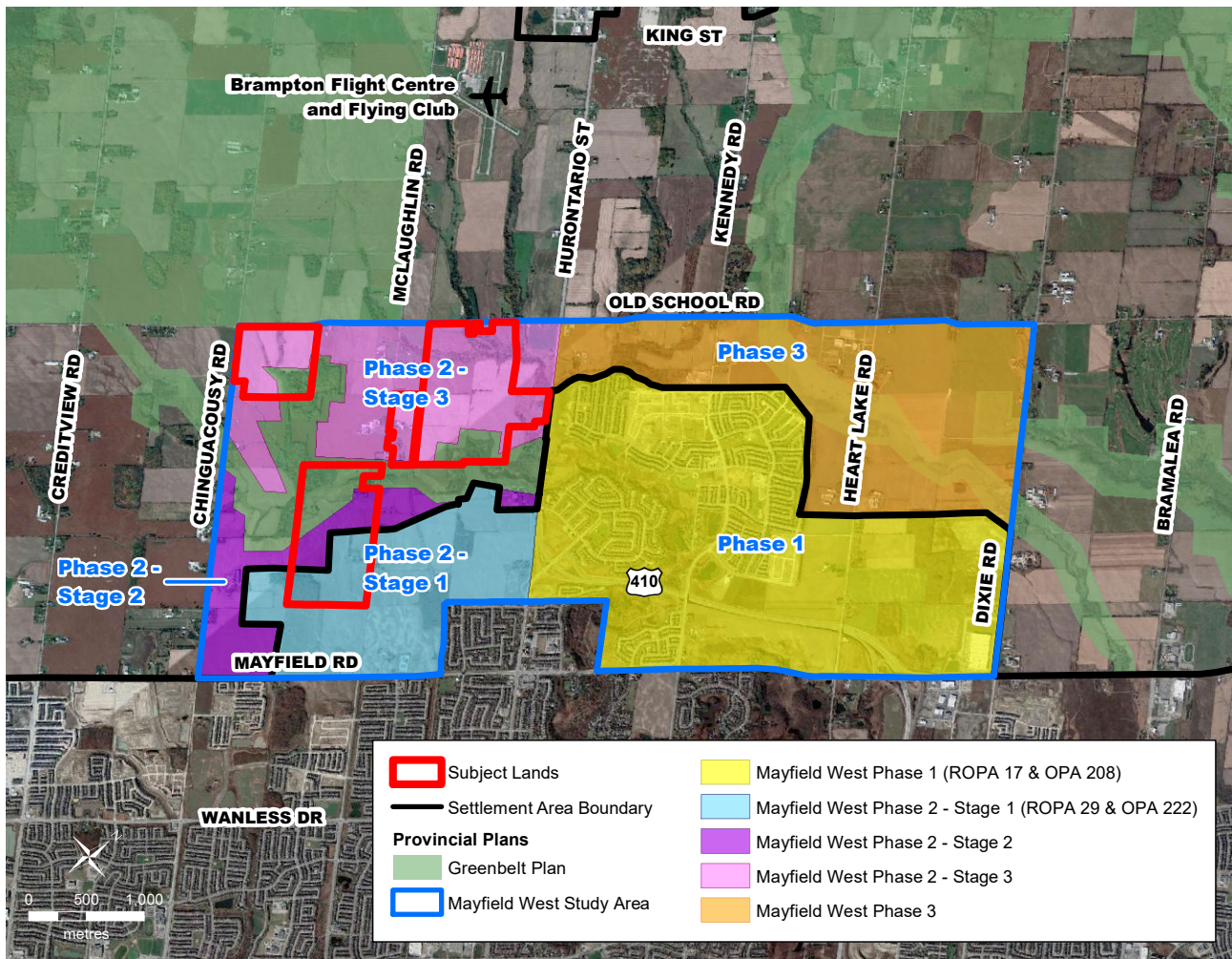
Matthew Cory, MCIP, RPP, PLE, PMP
Principal

mcory@mgp.ca

cc: Mayor and Members of Regional Council, Region of Peel
Adrian Smith, Region of Peel
Mayor and Members of Council, Town of Caledon
Sylvia Kirkwood, Town of Caledon
Kant Chawla, Town of Caledon
Frank Filippo, Brookvalley Project Management Inc.

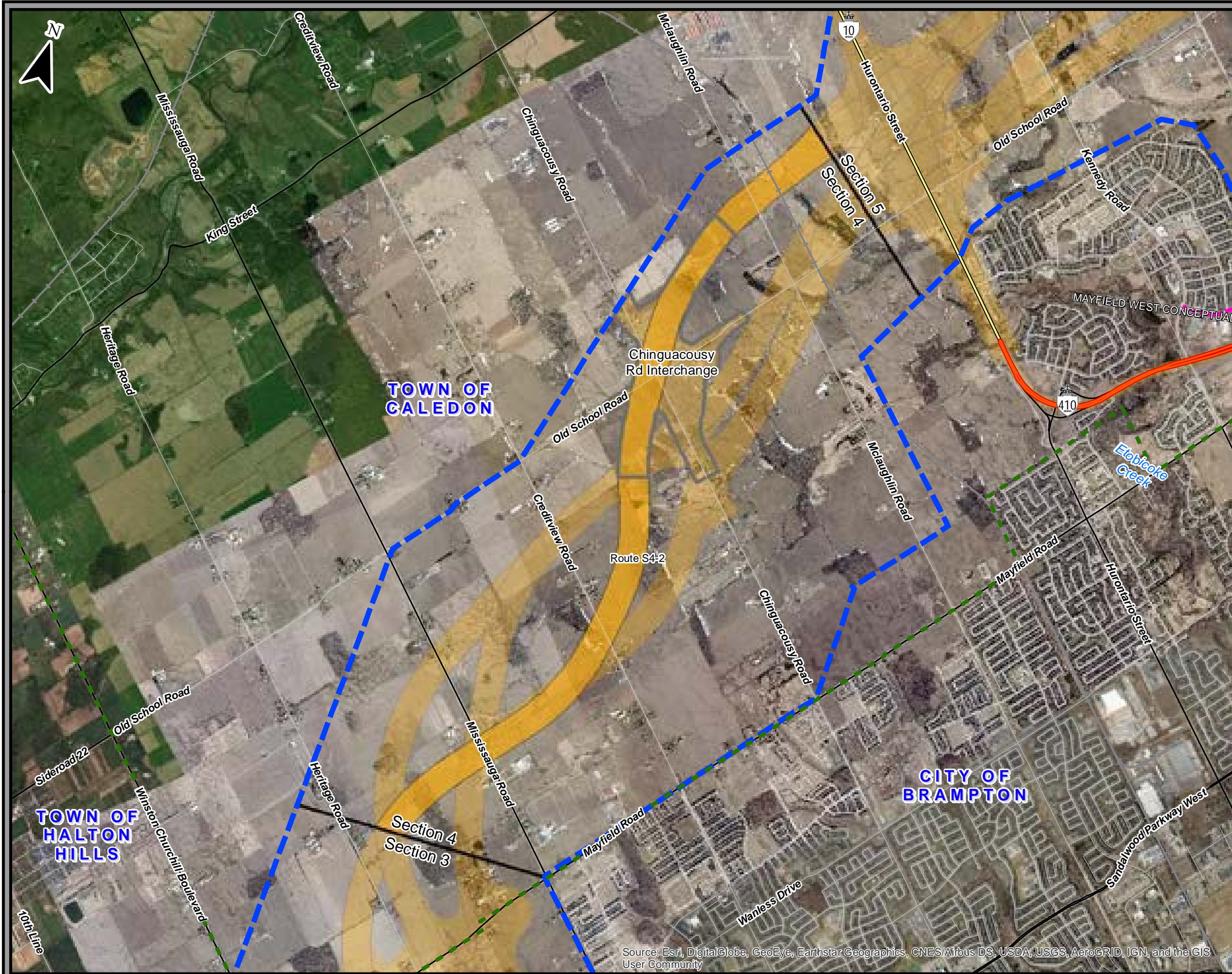
Attachment 1: Mayfield West Study Area and Brookvalley Lands
Attachment 2: GTA West Corridor Technically Preferred Alternative Route ("Route S4-1")
Attachment 3: Short Listed Alternative Route Section S4-2 ("Route S4-2")
Attachment 4: Modified Route S4-2 ("Modified Route S4-2")
Attachment 5: Draft Evaluation of the Short List of Route Alternatives ("Evaluation Criteria")

ATTACHMENT 1





2019/08/16
AECOM \\vat113f5001\prod\Aecom\Proj\60347240\900-CAD_GIS\920-929 (GIS\Graphics)\920-ENV\Design\01_Reports\PCMXD\60347240_GTAW_Alternatives_ShortList.mxd



GTA West

Legend

- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Local Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Featured Route Alternative
- Conceptual Interchange Footprint
- Short List of Route Alternatives

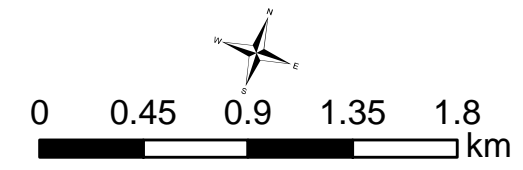
DRAFT

Sources:
Regional Municipality of York, Regional Municipality of Peel, Regional Municipality of Halton, Township of King, City of Vaughan, Town of Caledon, City of Brampton, City of Mississauga, Town of Halton Hills, Town of Milton

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Alternative Route S4-2

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September 2019

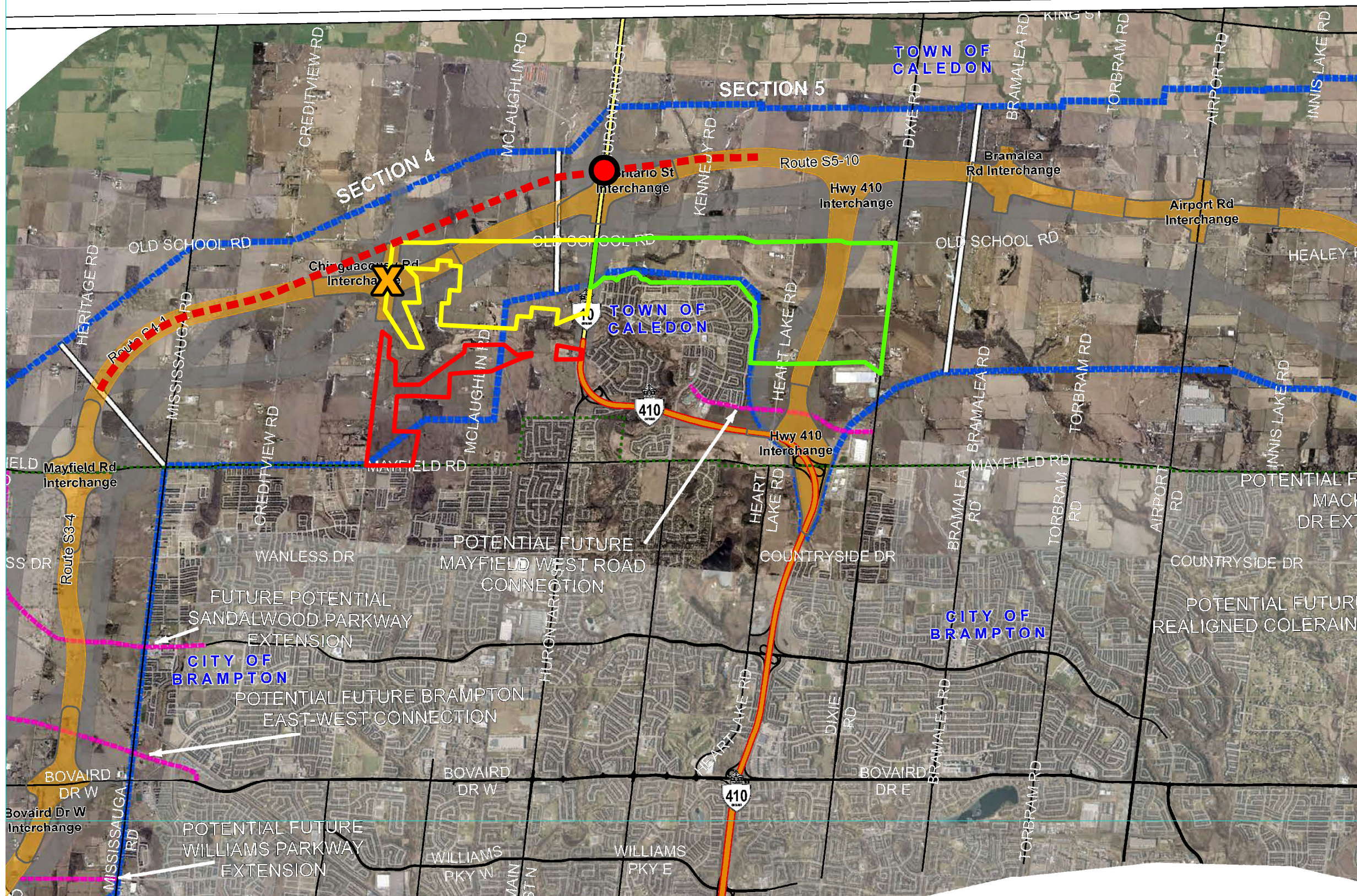


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ATTACHMENT 4

MODIFIED GTA WEST CORRIDOR ALIGNMENT

MAYFIELD, CALEDON



- Phase 2 - Stage 2
- Phase 2 - Stage 3
- Phase 3
- Modified Route S4-2
- Modified Interchange
- X Remove Interchange
- Railway
- Freeway
- 407 ETR
- Future Highway 427 Extension
- Highway
- Arterial Road
- Section Boundary
- Planned Municipal Improvements
- Municipal Boundary
- Route Planning Study Area
- Conceptual Interchange Footprint
- Technically Preferred Route
- Short List of Route Alternatives

Sources: GTA West Technically Preferred Route, 2019



**GTA West Transportation Corridor Route Planning and Environmental
Assessment Study, Stage 2**

EVALUATION OF THE SHORT LIST OF ROUTE ALTERNATIVES
Draft September 2019

VOLUME I
Comparative Evaluation of Net Effects and Ranking, Sections 1 to 9
Reference Documents #1 to #6

**COMPARATIVE EVALUATION OF NET EFFECTS AND RANKING TABLES,
SECTIONS 1 to 9 (Draft)**

Comparative Evaluation of Net Effects and Ranking – Section S4

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2	Alternative S4-3	Alternative S4-4
Summary of Potential Net Effects and Ranking				
1.0 Natural Environment				
1.1 Fish and Fish Habitat				
1.1.1 Fish Habitat	Standard net effects to watercourses as outlined in the accompanying memo at the following: 21 total potential water crossings: <ul style="list-style-type: none"> 1 intermittent, baitfish (coolwater) 13 intermittent, unconfirmed fish 7 ephemeral headwaters (no fish habitat) No sensitive or highly challenging features to mitigate impacts.	Standard net effects to watercourses as outlined in the accompanying memo at the following: 18 total potential water crossings: <ul style="list-style-type: none"> 1 permanent, unconfirmed fish, coolwater 8 intermittent, unconfirmed fish 9 ephemeral headwaters (no fish habitat) Incrementally greater net effects are anticipated at the following features where mitigation of potential effects is more challenging and/or fish and fish habitat is more sensitive: <ul style="list-style-type: none"> Unable to avoid the negative effects of structures on groundwater patterns 	Standard net effects to watercourses as outlined in the accompanying memo at the following: 20 potential water crossings: <ul style="list-style-type: none"> 2 permanent, baitfish, coolwater 3 intermittent, baitfish, coolwater 9 intermittent, unconfirmed fish 6 ephemeral headwaters (no fish habitat) Incrementally greater net effects are anticipated at the following features where mitigation of potential effects is more challenging and/or fish and fish habitat is more sensitive: <ul style="list-style-type: none"> Unable to avoid the negative effects of structures on groundwater patterns Potential realignment of section of main stem Etobicoke Creek including a 90-degree bend may be required and would require a natural channel design in the considerations 	Standard net effects to watercourses as outlined in the accompanying memo at the following: 20 potential water crossings: <ul style="list-style-type: none"> 1 intermittent, baitfish (coolwater) 13 intermittent, unconfirmed fish 6 ephemeral headwaters (no fish habitat) No sensitive or highly challenging features to mitigate impacts.
	LOW NET EFFECT	LOW NET EFFECT	MODERATE NET EFFECT	LOW NET EFFECT
	RANKING: 1st	RANKING: 3rd	RANKING: 4th	RANKING: 1st
	While this alternative has many potential crossings, all are either intermittent or ephemeral systems where standard mitigation should eliminate or minimize long term impacts.	While this alternative has many potential crossings, all are either intermittent or ephemeral systems. However, the presence of groundwater upwellings raises the sensitivity of this alternative.	In addition to this alternative having many potential water crossings, it also includes the potential realignment of sections of natural, permanent creeks. Additionally, several coldwater upwellings were observed.	While this alternative has many potential crossings, all are either intermittent or ephemeral systems where standard mitigation should eliminate or minimize long term impacts.
1.1.2 Fish Community	Incrementally greater net effects are anticipated at the following features where mitigation of potential effects is more challenging and/or fish and fish habitat is more sensitive: <ul style="list-style-type: none"> No known impacts to sensitive fish species or communities. 	Incrementally greater net effects are anticipated at the following features where mitigation of potential effects is more challenging and/or fish and fish habitat is more sensitive: <ul style="list-style-type: none"> No known impacts to sensitive fish species or communities. 	Incrementally greater net effects are anticipated at the following features where mitigation of potential effects is more challenging and/or fish and fish habitat is more sensitive: <ul style="list-style-type: none"> No known impacts to sensitive fish species or communities. 	Incrementally greater net effects are anticipated at the following features where mitigation of potential effects is more challenging and/or fish and fish habitat is more sensitive: <ul style="list-style-type: none"> No known impacts to sensitive fish species or communities.
	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT
	RANKING: 1st	RANKING: 3rd	RANKING: 4th	RANKING: 1st
	Limited fish community distribution dominated by warmwater species resilient to disturbance. Ranking is based on habitat.	Limited fish community distribution dominated by warmwater species resilient to disturbance. Ranking is based on habitat.	Limited fish community distribution dominated by warmwater species resilient to disturbance. Ranking is based on habitat.	Limited fish community distribution dominated by warmwater species resilient to disturbance. Ranking is based on habitat.
1.2 Terrestrial Ecosystems				
1.2.1 Wildlife and Wildlife Habitat	Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of isolated wildlife habitats will be removed.	Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of isolated wildlife habitats will be removed.	Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of isolated wildlife habitats will be removed.	Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of isolated wildlife habitats will be removed.
	Net effects include:	Net effects include:	Net effects include:	Net effects include:

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
	<ul style="list-style-type: none"> Major wildlife habitat features associated with this alternative consist of 6 isolated patches evenly spaced throughout the alternative Permanent loss of wildlife habitat including confirmed habitat for SAR and SCC and candidate SWH. Landscape level movement corridors are identified. Local movement may occur along riparian corridors. The landscape surrounding these features is agricultural and generally permeable to wildlife movement. Removals would represent ~22.68 ha loss of habitat with respect to patches affected by this alternative. Reduction of wildlife habitat quality through indirect effects that cannot be fully mitigated including edge effects (e.g. increased light and noise and the introduction of pathways for invasive species) and increased potential for animal-vehicle collisions. Removals would result in major removal, fragmentation and edge effects for all patches identified within the alternative. Loss of habitat would affect critical life stages through by removing habitat requirements (e.g. wetlands for amphibian breeding, forests for bat maternity colonies, etc.). 	<ul style="list-style-type: none"> Major wildlife habitat features associated with this alternative consist of 8 isolated patches evenly spaced throughout the alternative. Permanent loss of wildlife habitat including confirmed habitat for SAR and SCC, large tracts of candidate SWH and other areas for breeding and rearing of young (e.g. amphibian breeding habitat) Landscape level movement corridors are identified. Local movement may occur along riparian corridors. The landscape surrounding these features is agricultural and generally permeable to wildlife movement. Removals would represent ~18.37 ha loss of habitat with respect to patches affected by this alternative Reduction of wildlife habitat quality through indirect effects that cannot be fully mitigated including edge effects (e.g. increased light and noise and the introduction of pathways for invasive species) and increased potential for animal-vehicle collisions Removals would result in major removal, fragmentation and edge effects for all patches identified within the alternative. Loss of habitat would affect critical life stages through by removing habitat requirements (e.g. wetlands for amphibian breeding, forests for bat maternity colonies, etc.). 	<ul style="list-style-type: none"> Major wildlife habitat features associated with this alternative consist of 8 isolated patches evenly spaced throughout the alternative. Permanent loss of wildlife habitat including confirmed habitat for SAR and SCC, large tracts of candidate SWH and other areas for breeding and rearing of young (e.g. amphibian breeding habitat) Landscape level movement corridors are identified. Local movement may occur along riparian corridors. The landscape surrounding these features is agricultural and generally permeable to wildlife movement. Removals would represent ~28.6 ha loss of habitat with respect to patches affected by this alternative. Reduction of wildlife habitat quality through indirect effects that cannot be fully mitigated including edge effects (e.g. increased light and noise and the introduction of pathways for invasive species) and increased potential for animal-vehicle collisions Removals would result in major removal, fragmentation and edge effects for all patches identified within the alternative. Loss of habitat would affect critical life stages through by removing habitat requirements (e.g. wetlands for amphibian breeding, forests for bat maternity colonies, etc.). 	<ul style="list-style-type: none"> Major wildlife habitat features associated with this alternative consist of 8 isolated patches evenly spaced throughout the alternative. Permanent loss of wildlife habitat including confirmed habitat for SAR and SCC, large tracts of candidate SWH and other areas for breeding and rearing of young (e.g. amphibian breeding habitat) Landscape level movement corridors are identified. Local movement may occur along riparian corridors. The landscape surrounding these features is agricultural and generally permeable to wildlife movement. Removals would represent ~25.07 ha loss of habitat with respect to patches affected by this alternative. Reduction of wildlife habitat quality through indirect effects that cannot be fully mitigated including edge effects (e.g. increased light and noise and the introduction of pathways for invasive species) and increased potential for animal-vehicle collisions. Removals would result in major removal, fragmentation and edge effects for all patches identified within the alternative. Loss of habitat would affect critical life stages through by removing habitat requirements (e.g. wetlands for amphibian breeding, forests for bat maternity colonies, etc.).
	MODERATE NET EFFECT	MODERATE NET EFFECT	HIGH NET EFFECT	MODERATE NET EFFECT
	RANKING: 3rd	RANKING: 1st	RANKING: 4th	RANKING: 2nd
	All alternatives affect wildlife habitat. This alternative will result in a large area of wildlife habitat removal. This alternative will remove a large candidate animal movement corridor associated with Etobicoke Creek West Branch.	All alternatives affect wildlife habitat. This alternative will result in habitat removal greater than that of alternative S4-4. This alternative will result in less habitat removal than alternative S4-1. However, a large portion of contiguous swamp will be fragmented as a result of removal.	All alternatives affect wildlife habitat. This alternative will result in the largest area of wildlife habitat including the candidate animal movement corridor and swamp and deciduous forest.	All alternatives affect wildlife habitat. This alternative will result in the least amount of habitat removal.
1.2.2 Wetlands	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of small existing communities will be removed.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> 1 PSW, 1 LSW and 4 unevaluated wetlands are affected by this alternative Removal of ~9.3 ha of wetland. Reduction in wetland quality through Indirect 	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of existing unevaluated communities will be removed.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> 1 PSW, 1 LSW are affected by this alternative Removal of ~9.9 ha of wetland 	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of existing unevaluated communities will be removed.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> 1 PSW, 1 LSW and 1 unevaluated wetlands are affected by this alternative including removal of ~15.71 ha 	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Large portions of existing unevaluated communities will be removed.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> 1 PSW, 1 LSW and 1 unevaluated wetlands are affected by this alternative including removal of ~ 9.7 ha Wetland features within the alternative are

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
	<p>effects that cannot be fully mitigated including edge effects (e.g. increased light, wind, road contaminants and the introduction of pathways for invasive species) and impacts to hydrologic and groundwater inputs that support these features</p> <p>The majority of adjacent lands affected include agricultural lands with little buffer functionality. However, adjacent land that provide buffer function when present are proposed for removal</p> <p>MODERATE NET EFFECT</p>	<ul style="list-style-type: none"> Significant removals to several larger, more contiguous wetlands communities throughout the section. Wetland features within the alternative are associated with moderately large isolated patches, made up of swamp, marsh and open water communities. Reduction in wetland quality through Indirect effects that cannot be fully mitigated including edge effects (e.g. increased light, wind, road contaminants and the introduction of pathways for invasive species) and impacts to hydrologic and groundwater inputs that support these features <p>The majority of adjacent lands affected include agricultural lands with little buffer functionality. However, adjacent land that provide buffer function when present are proposed for removal.</p> <p>HIGH NET EFFECT</p>	<ul style="list-style-type: none"> Wetland features within the alternative are associated with moderately large isolated patches, made up of deciduous swamp, thicket swamp, marsh and open water communities. Reduction in wetland quality through Indirect effects that cannot be fully mitigated including edge effects (e.g. increased light, wind, road contaminants and the introduction of pathways for invasive species) and impacts to hydrologic and groundwater inputs that support these features <p>The majority of adjacent lands affected include agricultural lands with little buffer functionality. However, adjacent land that provide buffer function when present are proposed for removal.</p> <p>MODERATE NET EFFECT</p>	<p>associated with moderately large isolated patches, made up of deciduous swamp, thicket swamp, marsh and open water communities.</p> <ul style="list-style-type: none"> Reduction in wetland quality through Indirect effects that cannot be fully mitigated including edge effects (e.g. increased light, wind, road contaminants and the introduction of pathways for invasive species) and impacts to hydrologic and groundwater inputs that support these features <p>The majority of adjacent lands affected include agricultural lands with little buffer functionality. However, adjacent land that provide buffer function when present are proposed for removal.</p> <p>MODERATE NET EFFECT</p>
	<p>RANKING: 1st</p> <p>All alternatives affect unevaluated wetlands. This alternative will affect a similar area of wetland compared to alternative S4-4 but will require less wetland patch removal.</p>	<p>RANKING: 4th</p> <p>All alternatives affect unevaluated wetlands. This alternative will result in removal of a greater amount of larger patches of unevaluated wetland.</p>	<p>RANKING: 3rd</p> <p>All alternatives affect unevaluated wetlands. This alternative will result in the removal of less unevaluated wetland loss than alternative S4-2. Wetlands impacted are smaller and more isolated than those affected by alternative S4-2.</p>	<p>RANKING: 2nd</p> <p>All alternatives affect unevaluated wetlands. This alternative will affect a similar area to alternative S4-1 but will result in more unevaluated individual wetland patches being removed.</p>
1.2.3 Woodlands and Vegetation	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Woodland features will be affected. Opportunities for reducing net effects are limited.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> Removal of ~18 ha of vegetation communities including deciduous forest, and cultural plantation Seven potentially significant woodlands (~17.3 ha) are affected by this alternative. No interior woodland habitat is impacted by this alternative. No significant valley lands are affected by this alternative. Reduction in vegetation community quality through Indirect effects that cannot be fully mitigated including effects from road contaminants (e.g. salt, heavy metals, sediment / debris), introduction of pathways for invasive species, edge / exposure impacts (e.g. canopy blow down) <p>MODERATE NET EFFECT</p>	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Woodland features will be affected. Opportunities for reducing net effects are limited.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> Removal of ~ 16.7 ha of vegetation communities including forest, meadow and plantation Six potentially significant woodlands (~15.3 ha) are affected by this alternative. No interior woodland habitat is affected by this alternative. No significant valley lands are affected by this alternative. Reduction in vegetation community quality through Indirect effects that cannot be fully mitigated including effects from road contaminants (e.g. salt, heavy metals, sediment / debris), introduction of pathways for invasive species, edge / exposure impacts (e.g. canopy blow down) <p>MODERATE NET EFFECT</p>	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Woodland features will be affected. Opportunities for reducing net effects are limited.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> Removal of ~24.1 ha of vegetation communities including forest and plantation. Five potentially significant woodlands (~23.91 ha) are affected by this alternative. No interior woodland habitat is impacted by this alternative. No significant valley lands are affected by this alternative. Reduction in vegetation community quality through Indirect effects that cannot be fully mitigated including effects from road contaminants (e.g. salt, heavy metals, sediment / debris), introduction of pathways for invasive species, edge / exposure impacts (e.g. canopy blow down) <p>HIGH NET EFFECT</p>	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects. Woodland features will be affected. Opportunities for reducing net effects are limited.</p> <p>Net Effects include:</p> <ul style="list-style-type: none"> Removal of ~ 20.97 ha of vegetation communities including forest and plantation. Six potentially significant woodlands (~20.8 ha) are affected by this alternative. No interior woodland habitat is impacted by this alternative. No significant valley lands are affected by this alternative. Reduction in vegetation community quality through Indirect effects that cannot be fully mitigated including effects from road contaminants (e.g. salt, heavy metals, sediment / debris), introduction of pathways for invasive species, edge / exposure impacts (e.g. canopy blow down) <p>HIGH NET EFFECT</p>

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
	RANKING: 2nd All alternatives will result in the removal of woodland and other vegetation communities. This alternative will require more amount of woodland and other vegetation community removal than S4-2 but less than S4-3 and S4-4.	RANKING: 1st All alternatives will result in the removal of woodland and other vegetation communities. This alternative will require less woodland and other vegetation removal than alternative S4-1.	RANKING: 4th All alternatives will result in the removal of woodland and other vegetation communities. This alternative will require the greatest area of removal of woodland and other vegetation communities. It will also result in the highest amount of potentially significant woodland removal.	RANKING: 3rd All alternatives will result in the removal of woodland and other vegetation communities. This alternative will result in the removal of large portions of potentially significant woodland.
1.2.4 Designated/Special/ Natural Areas	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects.</p> <ul style="list-style-type: none"> There are no ESAs, ESPAs, ANSI or other designated areas within this alternative. There are no national or provincial parks within this alternative. There are no Conservation Authority lands within this alternative. ~1.76 km of the alternative is within the Greenbelt Plan Area – Natural Heritage System. Region of Peel Official Plan Designations - Intersects with 'Core Areas of Greenlands System' at one location: edge removal for one woodlot. Town of Caledon Official Plan (Schedule A - Land Use Plan) - Intersects with Environmental Policy Areas at four locations, including fragmentation of four minor riparian zones. Town of Caledon Official Plan (Schedule B – Mayfield West Land Use Plan) - Intersects with Environmental Policy Areas at two locations, including fragmentation of two minor riparian zones <p>MODERATE NET EFFECT</p>	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects.</p> <ul style="list-style-type: none"> There are no ESAs, ESPAs, ANSI or other designated areas within this alternative. There are no national or provincial parks within this alternative. There are no Conservation Authority lands within this alternative. ~2.64 km of this alternative is within the Greenbelt Plan Area – Natural Heritage System. There are no Greenbelt Area Natural Heritage System crossings within this alternative. Region of Peel Official Plan Designations - Intersects with 'Core Areas of Greenlands System' at one location: partial removal of one woodlot Town of Caledon Official Plan Plan (Schedule A – Land Use Plan) - Intersects with Environmental Policy Areas at seven locations, including fragmentation of seven minor riparian zones. <p>HIGH NET EFFECT</p>	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects.</p> <ul style="list-style-type: none"> There are no ESAs, ESPAs, ANSI or other designated areas within this alternative. There are no national or provincial parks within this alternative. There are no Conservation Authority lands within this alternative. This alternative is within the Greenbelt Plan Area – Natural Heritage System. The alternative has 2 crossings of 1.21 km. Region of Peel Official Plan Designations - Intersects with 'Core Areas of Greenlands System' at two locations: partial removal of one woodlot and significant removal of one woodlot. Town of Caledon Official Plan (Schedule A - Land Use Plan) - Intersects with Environmental Policy Areas at three locations, including fragmentation of three minor riparian zones. Town of Caledon Official Plan (Schedule B – Mayfield West Land Use Plan) - Intersects with Environmental Policy Areas at three locations, including fragmentation of three minor riparian zones <p>MODERATE NET EFFECT</p>	<p>Net effects associated with the alternative are dependent on the ability to implement avoidance, mitigation, compensation / enhancement measures; until confirmed, net effects remain the same as potential effects.</p> <ul style="list-style-type: none"> There are no ESAs, ESPAs, ANSI or other designated areas within this alternative. There are no national or provincial parks within this alternative. There are no Conservation Authority lands within this alternative. There are 2 Greenbelt Area Natural Heritage System crossings within this alternative (~1.47 km). Region of Peel Official Plan Designations - Intersects with 'Core Areas of Greenlands System' at two locations: edge removal for two woodlots Town of Caledon Official Plan (Schedule A - Land Use Plan) - Intersects with Environmental Policy Areas at four locations, including fragmentation of four minor riparian zones Town of Caledon Official Plan (Schedule B – Mayfield West Land Use Plan) - Intersects with Environmental Policy Areas at two locations, including fragmentation of two minor riparian zones <p>MODERATE NET EFFECT</p>
	RANKING: 1st All alternatives have the potential to affect designated features such as Greenbelt, greenlands and EPAs. This alternative will result in the lesser area of these features removal.	RANKING: 4th All alternatives have the potential to affect designated features such as Greenbelt, greenlands and EPAs. This alternative will result in the greatest area of these features removal.	RANKING: 3rd All alternatives have the potential to affect designated features such as Greenbelt, greenlands and EPAs. This alternative will result in the greater area of these features removal.	RANKING: 1st All alternatives have the potential to affect designated features such as Greenbelt, greenlands and EPAs. This alternative will result in the lesser area of these features removal.
1.3 Ecosystem Services	<p>Relative ES Value</p> <ul style="list-style-type: none"> Agriculture: Moderate Natural Cover: Moderate Cumulative: Moderate <p>ES Value Representation</p> <ul style="list-style-type: none"> Agriculture: 36% 	<p>Relative ES Value</p> <ul style="list-style-type: none"> Agriculture: High Natural Cover: Moderate Cumulative: Moderate <p>ES Value Representation</p> <ul style="list-style-type: none"> Agriculture: 37% 	<p>Relative ES Value</p> <ul style="list-style-type: none"> Agriculture: Moderate Natural Cover: Moderate Cumulative: Moderate <p>ES Value Representation</p> <ul style="list-style-type: none"> Agriculture: 23% 	<p>Relative ES Value</p> <ul style="list-style-type: none"> Agriculture: Moderate Natural Cover: Moderate Cumulative: Moderate <p>ES Value Representation</p> <ul style="list-style-type: none"> Agriculture: 31%

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2	Alternative S4-3	Alternative S4-4
	<ul style="list-style-type: none"> Natural Cover: 64% 	<ul style="list-style-type: none"> Natural Cover: 63% 	<ul style="list-style-type: none"> Natural Cover: 77% 	<ul style="list-style-type: none"> Natural Cover: 69%
	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT
	RANKING: 1st	RANKING: 4th	RANKING: 3rd	RANKING: 2nd
	<p>All alternatives in S4 have moderate net effects using the Ecosystem Service (ES) Net Effects weighting. Differentiation between alternatives is generated by examining the land cover Relative ES Value impacts and the proportion of Natural Cover contribution to total ES value.</p> <p>S4-1, S4-3 and S4-4 all have Moderate Land Cover ES impacts. Variation exists in the relative contribution of Natural Cover to total ES value. S4-1 has the lowest impact of these three alternatives to natural cover, making it the preferred alternative in S4.</p>	<p>All alternatives in S4 have moderate net effects using the Ecosystem Service (ES) Net Effects weighting. Differentiation between alternatives is generated by examining the land cover Relative ES Value impacts and the proportion of Natural Cover contribution to total ES value.</p> <p>S4-2 has a High Land Cover ES impact for Agriculture. No other alternative in S4 has a high land cover ES impact, making this the least preferred alternative in S4.</p>	<p>All alternatives in S4 have moderate net effects using the Ecosystem Service (ES) Net Effects weighting. Differentiation between alternatives is generated by examining the land cover Relative ES Value impacts and the proportion of Natural Cover contribution to total ES value.</p> <p>S4-1, S4-3 and S4-4 all have Moderate Land Cover ES impacts. Variation exists in the relative contribution of Natural Cover to total ES value. S4-3 has the highest impact of these three alternatives to natural cover, making it the third least preferred alternative in S4.</p>	<p>All alternatives in S4 have moderate net effects using the Ecosystem Service (ES) Net Effects weighting. Differentiation between alternatives is generated by examining the land cover Relative ES Value impacts and the proportion of Natural Cover contribution to total ES value.</p> <p>S4-1, S4-3 and S4-4 all have Moderate Land Cover ES impacts. Variation exists in the relative contribution of Natural Cover to total ES value. S4-4 has the second lowest impact of these three alternatives to natural cover, making it the second preferred alternative in S4.</p>
1.4 Groundwater				
1.4.1 Areas of Groundwater Recharge or Discharge	<ul style="list-style-type: none"> Low net effect to groundwater recharge and discharge in 12 ha of high permeability surficial sediments. 	<ul style="list-style-type: none"> Low net effect to groundwater recharge and discharge in 9 ha of high permeability surficial sediments. 	<ul style="list-style-type: none"> Low net effect to groundwater recharge and discharge in 11 ha of high permeability surficial sediments. 	<ul style="list-style-type: none"> Low net effect to groundwater recharge and discharge in 12 ha of high permeability surficial sediments.
	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT
	RANKING: 1st	RANKING: 1st	RANKING: 1st	RANKING: 1st
	Comparable with all other alternatives.	Comparable with all other alternatives.	Comparable with all other alternatives.	Comparable with all other alternatives.
1.4.2 Groundwater Source Areas and Wellhead Protection Areas	NO NET EFFECT	NO NET EFFECT	NO NET EFFECT	NO NET EFFECT.
	RANKING: 1st	RANKING: 1st	RANKING: 1st	RANKING: 1st
	No relative ranking; effect on indicator is not present for any alternatives.	No relative ranking; effect on indicator is not present for any alternatives.	No relative ranking; effect on indicator is not present for any alternatives.	No relative ranking; effect on indicator is not present for any alternatives.
1.4.3 Large Volume Wells	<ul style="list-style-type: none"> 1 large volume well requiring decommissioning. 	<ul style="list-style-type: none"> 1 large volume well requiring decommissioning. 	<ul style="list-style-type: none"> 1 large volume well potentially affected by reduction in water quality. 	<ul style="list-style-type: none"> 1 large volume well requiring decommissioning.
	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT
	RANKING: 1st	RANKING: 1st	RANKING: 4th	RANKING: 1st
	Large volume well requiring decommissioning.	Large volume well requiring decommissioning.	Large volume well potentially affected by long term operation of new highway/interchange.	Large volume well requiring decommissioning.
1.4.4 Private Wells	<ul style="list-style-type: none"> Potential reduction in water quality to 14 shallow wells due to the use of road salt on new highway/interchange resulting in a potential reduction in water quality. At least 9 wells require decommissioning. 	<ul style="list-style-type: none"> Potential reduction in water quality to 29 shallow wells due to the use of road salt on new highway/interchange resulting in a potential reduction in water quality. At least 11 wells require decommissioning. 	<ul style="list-style-type: none"> Potential reduction in water quality to 24 shallow wells due to the use of road salt on new highway/interchange resulting in a potential reduction in water quality. At least 21 wells require decommissioning. 	<ul style="list-style-type: none"> Potential reduction in water quality to 15 shallow wells due to the use of road salt on new highway/interchange resulting in a potential reduction in water quality. At least 16 wells require decommissioning.
	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT
	RANKING: 1st	RANKING: 3rd	RANKING: 3rd	RANKING: 1st
	Lower number of potentially affected shallow wells. Similar to S4-4.	Higher number of potentially affected shallow wells. Similar to S4-3.	Higher number of potentially affected shallow wells. Similar to S4-2.	Lower number of potentially affected shallow wells. Similar to S4-1.

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
1.4.5 Groundwater-Dependent Commercial Enterprises	<ul style="list-style-type: none"> Potential to adversely affect 1 groundwater-dependent commercial enterprise. <p>LOW NET EFFECT</p> <p>RANKING: 2nd</p> <p>One (1) groundwater-dependent commercial enterprise located within highway/interchange footprint and may require decommissioning.</p>	<ul style="list-style-type: none"> Potential to adversely affect 1 groundwater-dependent commercial enterprise. <p>LOW NET EFFECT</p> <p>RANKING: 2nd</p> <p>One (1) groundwater-dependent commercial enterprise located within highway/interchange footprint and may require decommissioning.</p>	<ul style="list-style-type: none"> Potential to adversely affect 1 groundwater-dependent commercial enterprise. <p>LOW NET EFFECT</p> <p>RANKING: 2nd</p> <p>One (1) groundwater-dependent commercial enterprise located within highway/interchange footprint and may require decommissioning.</p>	<ul style="list-style-type: none"> No net effect to groundwater-dependent commercial enterprises. <p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>No ground-water dependent commercial enterprises within study area.</p>
1.4.6 Groundwater-Sensitive Ecosystems	<ul style="list-style-type: none"> Moderate net effect to groundwater-sensitive ecosystems due to the presences of 1 pond, wetland headwaters, 1.3 ha of unevaluated wetland and 12 watercourse crossings within highway corridor. <p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Similar to S4-3 and S4-4</p>	<ul style="list-style-type: none"> Low net effect to groundwater-sensitive ecosystems due to the presences of 1 pond, wetland headwaters, 0.1 ha of unevaluated wetland and 17 watercourse crossings within highway corridor. <p>LOW NET EFFECT</p> <p>RANKING: 1st</p> <p>Lowest area coverage of wetland.</p>	<ul style="list-style-type: none"> Moderate net effect to groundwater-sensitive ecosystems due to the presences of 1 pond, wetland headwaters, 2.9 ha of unevaluated wetland and 16 watercourse crossings within highway corridor. <p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Similar to S4-1 and S4-4</p>	<ul style="list-style-type: none"> Moderate net effect to groundwater-sensitive ecosystems due to the presences of 1 pond, wetland headwaters, 1.9 ha of unevaluated wetland and 11 watercourse crossings within highway corridor. <p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Similar to S4-1 and S4-3.</p>
1.5 Surface Water				
1.5.1 Watershed / Subwatershed Drainage Features / Patterns	<ul style="list-style-type: none"> All watercourse crossings are close to perpendicular and some minor watercourse crossings can be eliminated. Net effect is common and straightforward and easily mitigated. <p>LOW NET EFFECT</p> <p>RANKING: 1st</p> <p>As the most northerly option, S4-1 requires crossings at upper sections of the watercourses, resulting in smaller culverts and more opportunities for diversions.</p>	<ul style="list-style-type: none"> 15 watercourse crossings included in fluvial geomorphology assessment. Crossings are for the most part all perpendicular and can be mitigated with culverts. A number of the minor watercourses (up to 6) would be candidates for removal with function replicated in SWM design. The Chinguacousy/Old School Road interchange would have to have design components for open watercourse features to qualify as an enhancement. Generally, mitigable effects with the exception of the interchange which is a significant effect and will be costly to mitigate from a fluvial perspective. <p>MODERATE NET EFFECT</p> <p>RANKING: 4th</p> <p>Large footprint for interchange creates a greater number of additional surface water impacts that will require attention / intervention.</p>	<ul style="list-style-type: none"> Minor watercourse crossings are near perpendicular to the roadway and can be mitigated through culverts. The moderate crossings are also perpendicular and can use culverts but the sinuosity of two of them would require wider spans. The interchange watercourses designated as minor can be removed and have their function replaced with SWM contributions. The moderate watercourse could take some additional flow from one of the minor watercourses. Net effect straightforward and easily mitigated. <p>LOW NET EFFECT</p> <p>RANKING: 2nd</p> <p>Smaller net effect resulting from interchange than S4-2.</p>	<ul style="list-style-type: none"> All watercourse crossings are close to perpendicular so mitigation with culverts is straightforward. Some minor watercourses can be eliminated and the downstream function met with stormwater drainage. Chinguacousy interchange effects can be mitigated through realignments of the watercourse tributary junction. Net effect is straightforward and easily mitigated. <p>LOW NET EFFECT</p> <p>RANKING: 2nd</p> <p>Smaller net effect resulting from interchange than S4-2.</p>
1.5.2 Surface Water Quality and Quantity	<ul style="list-style-type: none"> Introduces 55 ha impervious area to Etobicoke Creek watershed. Medium impacts on quality through direct and indirect discharges of contaminated and sediment-laden run-off, thermal impact on the coolwater system. Medium impacts on hydrology due to 	<ul style="list-style-type: none"> Introduces 55 ha impervious area to Etobicoke Creek watershed. Medium impacts on quality through direct and indirect discharges of contaminated and sediment-laden run-off, thermal impact on the coolwater system. Medium impacts on hydrology due to changes in ground permeability. 	<ul style="list-style-type: none"> Introduces 54 ha impervious area to Etobicoke Creek watershed. Medium impacts on quality through direct and indirect discharges of contaminated and sediment-laden run-off, thermal impact on the coolwater system. Medium impacts on hydrology due to changes in ground permeability. 	<ul style="list-style-type: none"> Introduces 54 ha impervious area to Etobicoke Creek watershed. Medium impacts on quality through direct and indirect discharges of contaminated and sediment-laden run-off, thermal impact on the coolwater system. Medium impacts on hydrology due to changes in ground permeability.

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2	Alternative S4-3	Alternative S4-4
Summary of Potential Net Effects and Ranking				
	<ul style="list-style-type: none"> changes in ground permeability. Low impacts on modifications to surface drainage patterns and alterations of waterbodies. 	<ul style="list-style-type: none"> Low impacts on modifications to surface drainage patterns and alterations of waterbodies. 	<ul style="list-style-type: none"> Low impacts on modifications to surface drainage patterns and alterations of waterbodies. 	<ul style="list-style-type: none"> Low impacts on modifications to surface drainage patterns and alterations of waterbodies.
	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT
	RANKING: 1st	RANKING: 1st	RANKING: 1st	RANKING: 1st
	Similar net effect as other alternatives.	Similar net effect as other alternatives.	Similar net effect as other alternatives.	Similar net effect as other alternatives.
1.6 Air Quality and Climate Change				
1.6.1 Local and regional air quality impacts; greenhouse gas emissions	<ul style="list-style-type: none"> Some residences on Heritage Rd., Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a change in air quality, but pollutants will remain within acceptable levels. 	<ul style="list-style-type: none"> Some residences on Heritage Rd., Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a change in air quality, but pollutants will remain within acceptable levels. 	<ul style="list-style-type: none"> Some residences on Heritage Rd., Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a change in air quality, but pollutants will remain within acceptable levels. 	<ul style="list-style-type: none"> Some residences on Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a change in air quality, but pollutants will remain within acceptable levels.
	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT	LOW NET EFFECT
	RANKING: 2nd	RANKING: 2nd	RANKING: 2nd	RANKING: 1st
	S4-1, S4-2 and S4-3 have similar number of affected residences.	S4-1, S4-2 and S4-3 have similar number of affected residences.	S4-1, S4-2 and S4-3 have similar number of affected residences.	Slightly fewer affected residences than other alternatives. This alternative also contributes to the shortest overall corridor length, thus reducing regional emissions of GHG and air pollutants.
2.0 Land Use / Socio-Economic Environment				
2.1 Land Use Planning Policies, Goals, Objectives				
2.1.1 Indigenous Land Claims	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. 	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. 	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. 	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time.
	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT
	RANKING: 1st	RANKING: 1st	RANKING: 1st	RANKING: 1st
	No difference between alternatives.	No difference between alternatives.	No difference between alternatives.	No difference between alternatives.
2.1.2 Provincial / Federal Land Use Planning Policies / Goals / Objectives	<ul style="list-style-type: none"> Impacts PPS agriculture, employment and housing policies. Impacts 153 hectares of Agricultural lands. Impacts 27 hectares of Greenbelt lands Protected Countryside (22.6 hectares Natural Heritage System). Impact to Agricultural System. 	<ul style="list-style-type: none"> Impacts PPS agriculture, employment and housing policies. Impacts 125 hectares of Agricultural lands. Impacts 57 hectares of Greenbelt lands Protected Countryside (12.2 hectares Natural Heritage System). Impact to Agricultural System. Could establish a long-term urban-rural edge. 	<ul style="list-style-type: none"> Impacts PPS agriculture, employment, public space and recreation, and housing policies. Impacts 150 hectares of Agricultural lands. Impacts 23 hectares of Greenbelt lands Protected Countryside-Natural Heritage System. Greater impact on Agricultural System but could establish a long-term urban-rural edge. 	<ul style="list-style-type: none"> Impacts PPS agriculture, employment, public space and recreation, and housing policies. Impacts 148 hectares of Agricultural lands. Impacts 27 hectares of Greenbelt lands Protected Countryside (22.6 hectares Natural Heritage System). Impact to Agricultural System.
	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT
	RANKING: 1st	RANKING: 4th	RANKING: 1st	RANKING: 1st

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
	High impact on Agricultural lands and System and low impact on Greenbelt lands.	High impact on Greenbelt lands and moderate impact on Agricultural lands and System.	High impact on Agricultural lands and System and low impact on Greenbelt lands.	High impact on Agricultural lands and System with low impact on Greenbelt lands.
2.1.3 Municipal (local and regional) Land Use Planning Policies / Goals / Objectives	<ul style="list-style-type: none"> Impacts 153 hectares of Agricultural lands. Impacts 26 hectares of future urban development lands. Impacts 2 hectares of environmental policy area. Impacts 34.6 hectares of Mayfield West Secondary Plan (ROPA 29): future urban development to include a mix of residential and employment and development with general commercial. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>High impact on agricultural lands and System and a moderate impact on the future development of the Mayfield West Secondary Plan.</p>	<ul style="list-style-type: none"> Impacts 125 hectares of Agricultural lands. Impacts 0.3 hectares of Mayfield West Secondary Plan (ROPA 29): future urban development to include a mix of residential and employment and development with general commercial. <p>MODERATE NET EFFECT RANKING: 3rd</p> <p>Proposed interchange at Old School Road has a high impact on the use of Agricultural Lands and System. Low impact on the future development of the Mayfield West Secondary Plan.</p>	<ul style="list-style-type: none"> Impacts 150 hectares of Agricultural lands. Impacts 33 hectares of future urban development lands. Impacts 4 hectares of environmental policy area. Impacts 51.78 hectares of Mayfield West Secondary Plan: future urban development to include a mix of residential and employment and development with general commercial. <p>HIGH NET EFFECT RANKING: 4th</p> <p>High impact on agricultural lands and System and the future development of Mayfield West Secondary Plan.</p>	<ul style="list-style-type: none"> Impacts 148 hectares of Agricultural lands. Impacts 26 hectares of future urban development lands. Impacts 2 hectares of environmental policy area. Impacts 34.6 hectares of Mayfield West Secondary Plan: future urban development to include a mix of residential and employment and development with general commercial. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>High impact on agricultural lands and System and a moderate impact on the future development of Mayfield West Secondary Plan.</p>
2.1.4 Development Objectives of Private Property Owners	<ul style="list-style-type: none"> Likely interest to develop in the Mayfield West Secondary Plan area. <p>LOW NET EFFECT RANKING: 1st</p> <p>Possibility through design refinements to reduce the amount of future urban development lands impacted for Mayfield West Secondary Plan; however, would have a collateral impact on Greenbelt and Agricultural lands. Potential to further reduce FAA to allow for development.</p>	<ul style="list-style-type: none"> Likely interest to develop lands but no applications made because of the GTA West Study Area. <p>LOW NET EFFECT RANKING: 1st</p> <p>Impact to future potential development can be reduced by removing property from the FAA to allow for development.</p>	<ul style="list-style-type: none"> Likely interest to develop in the Mayfield West Secondary Plan area. <p>MODERATE NET EFFECT RANKING: 4th</p> <p>Possibility through design refinements to reduce the amount of future urban development lands impacted for Mayfield West Secondary Plan; however, would have a collateral impact on Greenbelt and Agricultural lands. Potential to further reduce FAA to allow for development.</p>	<ul style="list-style-type: none"> Likely interest to develop in the Mayfield West Secondary Plan area. <p>MODERATE NET EFFECT RANKING: 3rd</p> <p>Possibility through design refinements to reduce the amount of future urban development lands impacted for Mayfield West Secondary Plan; however, would have a collateral impact on Greenbelt and Agricultural lands. Potential to further reduce FAA to allow for development.</p>
2.2 Land Use – Community				
2.2.1 First Nation Reserves	<ul style="list-style-type: none"> No reserves in study area. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<ul style="list-style-type: none"> No reserves in study area. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<ul style="list-style-type: none"> No reserves in study area. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<ul style="list-style-type: none"> No reserves in study area. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>
2.2.2 Indigenous Sacred Areas	<ul style="list-style-type: none"> No known or reported Indigenous Sacred Areas. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<ul style="list-style-type: none"> No known or reported Indigenous Sacred Areas. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<ul style="list-style-type: none"> No known or reported Indigenous Sacred Areas. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<ul style="list-style-type: none"> No known or reported Indigenous Sacred Areas. <p>NO NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>
2.2.3 Urban and Rural Residential Uses and Properties	<ul style="list-style-type: none"> 10 residential properties impacted. <p>LOW NET EFFECT RANKING: 1st</p> <p>Impacts a low number of residential dwellings.</p>	<ul style="list-style-type: none"> 11 residential properties impacted. <p>MODERATE NET EFFECT RANKING: 2nd</p> <p>Impacts the lowest moderate number of residential dwellings. Interchange at</p>	<ul style="list-style-type: none"> 17 residential properties impacted. <p>HIGH NET EFFECT RANKING: 4th</p> <p>Impacts the highest number of residential dwellings.</p>	<ul style="list-style-type: none"> 14 residential properties impacted. <p>MODERATE NET EFFECT RANKING: 2nd</p> <p>Impacts the highest moderate number of residential dwellings.</p>

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
2.2.4 Commercial/ Industrial Uses and Properties	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>Chinguacousy Rd. would result in more impacts.</p> <ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> 1 property impacted (Gro Bark). <p>MODERATE NET EFFECT RANKING: 4th</p> <p>Impacts a portion of Gro Bark lands but not the building; design refinements could reduce the impacts.</p>
2.2.5 Recreational Areas and Tourist Attractions	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>
2.2.6 Community Facilities / Institutions	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>	<ul style="list-style-type: none"> No impacts <p>NO NET EFFECT RANKING: 1st</p> <p>Does not have any impacts.</p>
2.2.7 Municipal Infrastructure and Public Service Facilities	<ul style="list-style-type: none"> Impacts GO Transit line. <p>LOW NET EFFECT RANKING: 1st</p> <p>All alternatives require 1 rail line crossing. Impacts can be mitigated through design refinements.</p>	<ul style="list-style-type: none"> Impacts GO Transit line. <p>LOW NET EFFECT RANKING: 1st</p> <p>All alternatives require 1 rail line crossing. Impacts can be mitigated through design refinements.</p>	<ul style="list-style-type: none"> Impacts GO Transit line. <p>LOW NET EFFECT RANKING: 1st</p> <p>All alternatives require 1 rail line crossing. Impacts can be mitigated through design refinements.</p>	<ul style="list-style-type: none"> Impacts GO Transit line. <p>LOW NET EFFECT RANKING: 1st</p> <p>All alternatives require 1 rail line crossing. Impacts can be mitigated through design refinements.</p>
2.3 Noise Sensitive Areas (NSA's)				
2.3.1 Transportation Noise	<ul style="list-style-type: none"> Some residences on Heritage Rd., Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a significant change in noise. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>Fewest affected residences.</p>	<ul style="list-style-type: none"> Several residences on Heritage Rd., Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a significant change in noise. <p>MODERATE NET EFFECT RANKING: 3rd</p> <p>More affected residences than S4-1 and S4-4. Similar to S4-3.</p>	<ul style="list-style-type: none"> Several residences on Heritage Rd., Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a significant change in noise. <p>MODERATE NET EFFECT RANKING: 3rd</p> <p>More affected residences than S4-1 and S4-4. Similar to S4-2.</p>	<ul style="list-style-type: none"> Several residences on Mississauga Rd., Creditview Rd., Chinguacousy Rd., and McLaughlin Rd. are anticipated to be close enough to experience a significant change in noise. <p>MODERATE NET EFFECT RANKING: 2nd</p> <p>Slightly more affected residences than S4-1.</p>
2.4 Land Use – Resources				
2.4.1 Indigenous Treaty Rights and Land Use Management	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>	<p>Treaties including Nanfan (1701), Treaty 3 (1795), Treaty 3.75 (1795), Treaty 13 (1805), Treaty 13A (1805), Treaty 18, 1818, Treaty 19 (1918), Williams Treaty (1923), as well as various Assertions and Claims.</p> <ul style="list-style-type: none"> Additional Indigenous Assertions and/or Claims may be filed and/or proven at any time. <p>MODERATE NET EFFECT RANKING: 1st</p> <p>No difference between alternatives.</p>

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
2.4.2 Agriculture / Specialty Crop				
<ul style="list-style-type: none"> Removal or sterilization of Class 1 – 3 agricultural lands Specialty Crops/Cropland affected Cropland affected Livestock operations affected Loss of agricultural buildings Agricultural buildings within 50 m Field crop operations affected Farm properties greater than 20 ha affected Farm properties less than 20 ha affected Severed parcels greater than 20 ha created Severed parcels less than 20 ha created Landlocked parcels created High investment operations affected 	<ul style="list-style-type: none"> Loss of 133.6 ha of Class 1 – 3 lands No effect Loss of 26.2 ha of small grain cropland Loss of 60.8 ha of common field cropland Loss of 25.7 ha of pasture/forage cropland Six livestock operations affected (dairy, sheep/beef, poultry, horse (2), beef) (land for four, buildings for two) Loss of large pole barn, two small pole barns, two forage storage structures, loss of indoor riding arena, two machine sheds, three farm residential units One small shed Six crop operations affected Twelve farm properties greater than 20 ha affected Four farm properties less than 20 ha affected Six severed parcels greater than 20 ha created Thirteen severed parcels less than 20 ha created Three landlocked parcel created Three high investment operations affected (land only) 	<ul style="list-style-type: none"> Loss of 156.2 ha of Class 1 – 3 lands No effect Loss of 25.5 ha of small grain cropland Loss of 92.2 ha of common field cropland Loss of 14.0 ha of pasture/forage cropland Loss of 20.3 ha of plowed cropland Six livestock operations affected (beef, dairy, horse (2), poultry/beef, poultry) (land only for five, land and buildings for one) Loss of large pole barn with two small feed bins, large bank barn, plastic covered storage building, metal clad pole building, and farm residential unit, medium size pole building No effect Ten crop operations affected Twelve farm properties greater than 20 ha affected Fourteen farm properties less than 20 ha affected Seven severed parcels greater than 20 ha created Eighteen severed parcels less than 20 ha created Four landlocked parcels created Four high investment operations affected (land only for three, land and buildings for one) 	<ul style="list-style-type: none"> Loss of 113.5 ha of Class 1 – 3 lands No effect Loss of 25.5 ha of small grain cropland Loss of 51.9 ha of common field cropland Loss of 22.5 ha of plowed cropland Loss of 18.0 ha of pasture/forage cropland Six livestock operations affected (dairy, beef, poultry, poultry/beef, horse, beef) (loss of land for five, loss of land and buildings for one) Loss small pole barn, two plastic covered structures, one farm residential unit Four pole barns, one machine shed, one farm residential unit, one large bank barn, one large pole barn with two feed bins, one metal clad pole building, one plastic covered structure, one farm residential unit Four crop operations affected Nine farm properties greater than 20 ha affected Six farm properties less than 20 ha affected Four severed parcels greater than 20 ha created Eleven severed parcels less than 20 ha created Three landlocked parcels created Four high investment operations affected (dairy, beef, poultry, poultry/beef) (loss of land only) 	<ul style="list-style-type: none"> Loss of 126.2 ha of Class 1 – 3 lands No effect Loss of 14.9 ha of small grain cropland Loss of 70.8 ha of common field cropland Loss of 20.4 ha of pasture/forage cropland Six livestock operations affected (dairy, beef, poultry, horse (2), beef) (three for loss of land only, three for loss of land and buildings) Loss of large bank barn, large machine shed (with extension), two sheds, small pole barn, two silos, large pole building, farm residential unit, two pole buildings, farm residential unit, indoor riding arena, pole barn with addition, large pole barn, farm residential unit, small pole barn, two plastic covered structures, farm residential unit No effect Five crop operations affected Twelve farm properties greater than 20 ha affected Seven farm properties less than 20 ha affected Three severed parcels greater than 20 ha created Twelve severed parcels less than 20 ha created Five landlocked parcels created Three high investment operations affected (two for land only, one for land and buildings)

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
<ul style="list-style-type: none"> Farm equipment transportation routes affected Division of agricultural community areas Loss of tile drainage 	<ul style="list-style-type: none"> No effect No effect Loss of 23.9 ha of tile drainage (systematic) 	<ul style="list-style-type: none"> No effect No effect Loss of 30.4 ha of tile drainage (systematic) 	<ul style="list-style-type: none"> No effect No effect Loss of 29.1 ha of tile drainage (systematic) and 3.1 ha of tile drainage (random) 	<ul style="list-style-type: none"> No effect No effect Loss of 13.5 ha of tile drainage (systematic)
	<p>MODERATE NET EFFECT</p> <p>RANKING: 1st</p> <ul style="list-style-type: none"> Loss of 133.6 ha of Class 1 – 3 lands Six livestock operations affected Three high investment operations affected (land only) Loss of 23.9 ha of tile drainage 	<p>MODERATE NET EFFECT</p> <p>RANKING: 4th</p> <ul style="list-style-type: none"> Loss of 156.2 ha of Class 1 – 3 lands Loss of greatest quantity of cropland Greatest number of cropland properties affected Greatest number of severed parcels created Six livestock operations affected Four high investment operations affected (land only for three, land and buildings for one) Loss of 30.4 ha of tile drainage 	<p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <ul style="list-style-type: none"> Loss of 113.5 ha of Class 1 – 3 lands Fewest number of farm properties affected Fewest number of landlocked parcels created Six livestock operations affected Four high investment operations affected (land only) Loss of 29.1 ha of tile drainage (systematic) and 3.1 ha (random) 	<p>MODERATE NET EFFECT</p> <p>RANKING: 3rd</p> <ul style="list-style-type: none"> Loss of 126.2 ha of Class 1 – 3 lands Six livestock operations affected Greatest loss of agricultural buildings No additional agricultural buildings within 50 m Three high investment operations affected (two for land only, one for land and buildings) Loss of 13.5 ha of tile drainage
2.4.3 Recreation	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts
	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>
2.4.4 Aggregate and Mineral Resources	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts
	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>
2.5 Major Utility Transmission Corridors and Pipelines				
2.5.1 Major Existing Utility Transmission Corridors and Pipelines	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts
	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>
2.5.2 Major Proposed Utility Transmission Corridors and Pipelines	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts
	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>	<p>NO NET EFFECT</p> <p>RANKING: 1st</p> <p>Does not have any impacts.</p>
2.6 Contaminated Property and Waste Management	<p>Properties within alternative:</p> <ul style="list-style-type: none"> One (1) CPR rail line. <p>Properties within 250 m of alternative:</p> <ul style="list-style-type: none"> One (1) CPR rail line; 	<p>Properties within alternative:</p> <ul style="list-style-type: none"> One (1) CPR rail line; One (1) light industrial property. <p>Properties within 250 m of alternative:</p>	<p>Properties within alternative:</p> <ul style="list-style-type: none"> One (1) CPR rail line; One (1) light industrial property. <p>Properties within 250 m of alternative:</p>	<p>Properties within alternative:</p> <ul style="list-style-type: none"> One (1) CPR rail line; One (1) commercial/ light industrial property.

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
	<ul style="list-style-type: none"> One (1) light industrial property. 	<ul style="list-style-type: none"> One (1) CPR rail line; One (1) registered waste management facility within 100 m of the alternative; One (1) institutional property. 	<ul style="list-style-type: none"> One (1) CPR rail line; One (1) registered waste management facility within 5 m of the alternative; One (1) institutional property. 	Properties within 250 m of alternative: <ul style="list-style-type: none"> One (1) CPR rail line; One (1) light industrial property; One (1) institutional property.
	<p>LOW NET EFFECT</p> <p>RANKING: 1st</p> <p>One property of medium concern to be directly impacted; two properties of medium concern to be indirectly impacted.</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Two properties of medium concern to be directly impacted; three properties of medium concern to be indirectly impacted. Same properties as Alternative S4-3</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Two properties of medium concern to be directly impacted; three properties of medium concern to be indirectly impacted. Same properties as Alternative S4-2</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 4th</p> <p>One property of high concern and one property of medium concern to be directly impacted; three properties of medium concern to be indirectly impacted.</p>
2.7 Landscape Composition				
2.7.1 Terrain	<ul style="list-style-type: none"> Predominantly flat, level topography with agricultural land use (most of alternative designated agricultural; crosses two small portions of protected Greenbelt towards the east). A total of 21 watercourse crossings and associated floodplains are impacted by this alternative. 4 Unevaluated Wetlands are affected by this alternative (approximately 9.0 ha of wetland in total) 1 LSW is impacted by this alternative 1 PSW is impacted by this alternative 	<ul style="list-style-type: none"> Much of alternative consists of flat, level topography and agricultural land use (most of alternative designated agricultural; crosses one small portion and one large area of protected Greenbelt at the east end of the section). Alternative crosses a total of 18 watercourses 6 Unevaluated Wetlands are affected by this alternative (approximately 10.0 ha of wetland in total) 1 PSW is impacted by this alternative 1 LSW is impacted by this alternative 	<ul style="list-style-type: none"> Predominantly flat, level topography throughout alternative with agricultural land use (most of alternative designated agricultural; crosses two small portions of protected Greenbelt towards the east as well as a Future Urban area) Alternative crosses portions of 20 watercourses throughout section Alternative impacts approx. 16.0 ha in total of wetland including: <ul style="list-style-type: none"> 1 LSW is affected by this alternative 1 PSW is affected by this alternative 1 unevaluated wetland is affected by this alternative 	<ul style="list-style-type: none"> Predominantly flat, level topography with agricultural land use (most of alternative designated agricultural; crosses two small portions of protected Greenbelt towards the east). Alternative crosses portions of 20 watercourses and associated floodplains throughout section Approximately 10.0ha of Wetlands are impacted by this alternative including: <ul style="list-style-type: none"> 1 LSW is affected by this alternative 1 PSW is affected by this alternative 1 unevaluated wetland is affected by this alternative
	<p>MODERATE NET EFFECT</p> <p>RANKING: 1st</p> <p>Alternative has fewest overall effects on topographic character and existing land use patterns.</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Similar to S4-1; however, a few additional effects to topographic character / drainage patterns.</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 4th</p> <p>Alternative has greatest effects on existing topography and land use patterns.</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 3rd</p> <p>Similar to S4-3; however, somewhat fewer overall effects to topographic character.</p>
2.7.2 Vegetation	<ul style="list-style-type: none"> Alternative effects / interrupts 7 potentially significant woodland areas (approximately 17.0 ha in total) Alternative interrupts connectivity of 2 vegetated corridors associated with watercourses toward north end of alternative (combination of woody vegetation and open/ meadow vegetation) 	<ul style="list-style-type: none"> Alternative effects / interrupts 6 potentially significant woodland areas (approximately 15.0 ha in total) 	<ul style="list-style-type: none"> Alternative effects / interrupts 5 potentially significant woodland areas (approximately 24.0 ha in total) Alternative interrupts connectivity of 2 vegetated corridors associated with watercourses toward north end of alternative (combination of woody vegetation and open/ meadow vegetation) 	<ul style="list-style-type: none"> Alternative effects / interrupts 6 potentially significant woodland areas are impacted by this alignment (approximately 21.0 ha in total) Alternative interrupts connectivity of 2 vegetated corridors associated with watercourses toward north end of alternative (combination of woody vegetation and open / meadow vegetation)
	<p>MODERATE NET EFFECT</p> <p>RANKING: 2nd</p> <p>Similar to S4-2 in terms of overall effects; however, this alternative has less effect to forested area at west end of section, but has greater impacts to vegetation connectivity at east end.</p>	<p>MODERATE NET EFFECT</p> <p>RANKING: 1st</p> <p>This alternative has less overall amount of disruption to connectivity of established vegetation communities; however, this alternative has greater disruptions to vegetation connectivity, including on forest at west end of alternative.</p>	<p>HIGH NET EFFECT</p> <p>RANKING: 4th</p> <p>Alternative affects the highest overall area of woodland vegetation.</p>	<p>HIGH NET EFFECT</p> <p>RANKING: 3rd</p> <p>Large amounts of potentially significant woodland areas are affected by this alternative.</p>

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2	Alternative S4-3	Alternative S4-4
Summary of Potential Net Effects and Ranking				
2.7.3 Visual Impacts	<ul style="list-style-type: none"> Diminished aesthetic quality of scenic views, reduced visual impact through mitigation/compensation measures. Sporadic sensitive viewers along Mississauga Rd. (5 farm/residential properties, 5 residential properties). Sporadic sensitive viewers on Creditview Rd. (2 residential/farm properties to the north, 2 residential/farm properties to the south, cluster of 9 residential properties). Additional sensitive viewers include 2 residential properties on Chinguacousy Rd., 3 residential properties and 3 residential/farm properties on McLaughlin Rd. Generally low landscape absorptivity due to level topography and open agricultural land; some opportunities for integration into existing wooded areas and hedgerows at both west and east edges of alternative. 	<ul style="list-style-type: none"> Diminished aesthetic quality of scenic views, reduced visual impact through mitigation/compensation measures. Sensitive viewers include: 2 residential / farm properties and 1 commercial property on Mississauga Rd.; 1 residential / farm property, cluster of 9 residential properties and another cluster of 4 residential properties on Creditview Rd.; cluster of 8 residential properties on Old School Rd.; 4 residential / farm properties and 3 residential properties on Chinguacousy Rd.; 2 residential / farm properties and 4 residential clusters (totalling 13 properties) on McLaughlin Rd. Generally low landscape absorptivity due to level topography and open agricultural land; some opportunities for integration into existing wooded areas and hedgerows at both west and east edges of alternative, as well as some small woodlot clusters mid-section. Brampton Airport is sensitive viewer located just to the north on McLaughlin Rd. 	<ul style="list-style-type: none"> Diminished aesthetic quality of scenic views, reduced visual impact through mitigation/compensation measures. Sensitive viewers include: 2 residential/ farm properties and 1 commercial property on Mississauga Rd.; 1 residential/ farm property, cluster of 9 residential properties and another cluster of 2 residential properties on Creditview Rd.; 1 residential/ farm properties and 5 residential properties on Chinguacousy Rd.; 1 residential/ farm property and 2 residential properties on McLaughlin Rd. Generally low landscape absorptivity due to level topography and open agricultural land; some opportunities for integration into existing wooded areas and hedgerows at both west and east edges of alternative, as well as some small woodlot clusters mid-section 	<ul style="list-style-type: none"> Diminished aesthetic quality of scenic views, reduced visual impact through mitigation/compensation measures. Sensitive viewers include 1 commercial property, 2 residential/farm properties, 4 residential properties on Mississauga Rd. Sporadic sensitive viewers on Creditview Rd. (2 residential/farm properties to the north, 2 residential/farm properties to the south, cluster of 9 residential properties). Additional sensitive viewers include 2 residential properties on Chinguacousy Rd., 3 residential properties and 3 residential/farm properties on McLaughlin Rd. Generally low landscape absorptivity due to level topography and open agricultural land; some opportunities for integration into existing wooded areas and hedgerows at both west and east edges of alternative.
	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT
	RANKING: 3rd	RANKING: 4th	RANKING: 1st	RANKING: 2nd
	Alternative has moderate amount of sensitive viewers affected as compared to other alternatives.	Alternative has greatest overall number of sensitive viewers affected.	Alternative has fewest overall number of sensitive viewers affected.	Alternative has moderate amount of sensitive viewers affected as compared to other alternatives.
2.7.4 Aesthetics	<ul style="list-style-type: none"> Open vistas across agricultural land (crops) throughout much of alternative, broken up by a few wooded areas at west and east end of section. More gently undulating topography and increased vegetation provides more scenic interest at east end of alternative. 	<ul style="list-style-type: none"> Open vistas across agricultural land (crops) throughout much of alternative, broken up by a few wooded areas at west and east end of section. More gently undulating topography and increased vegetation provides more scenic interest at east end of alternative. 	<ul style="list-style-type: none"> Open vistas across agricultural land (crops) throughout much of alternative, broken up by a few wooded areas at west and east end of section. More gently undulating topography and increased vegetation provides more scenic interest at east end of alternative 	<ul style="list-style-type: none"> Open vistas across agricultural land (crops) throughout much of alternative, broken up by a few wooded areas at west and east end of section. More gently undulating topography and increased vegetation provides more scenic interest at east end of alternative
	LOW NET EFFECT	MODERATE NET EFFECT	MODERATE NET EFFECT	LOW NET EFFECT
	RANKING: 1st	RANKING: 3rd	RANKING: 4th	RANKING: 2nd
	Alternative has fewest overall effects on aesthetic quality, as well as opportunities for scenic views over creek crossing areas.	Alternative has moderate effects on aesthetic quality as compared to other alternatives.	Alternative has greatest overall effects on aesthetic quality of existing landscapes.	Similar to S4-1 with opportunities for scenic views over creek crossing areas.
3.0 Cultural Environment				
3.1 Built Heritage and Cultural Heritage Landscapes				
3.1.1 Built Heritage Resources	<ul style="list-style-type: none"> There are 4 potential (BHR 095, BHR 113, BHR 114 and BHR 112) BHR's affected by this alternative. 	<ul style="list-style-type: none"> There are 5 potential (BHR 093, BHR 094, BHR 100, BHR 113, BHR 114) BHR's affected by this alternative. 	<ul style="list-style-type: none"> There are 2 listed (BHR 119 and BHR 112) and 6 potential (BHR 093, 094, 100, 111, 113 and 114) BHR's affected by this alternative. 	<ul style="list-style-type: none"> There are 4 listed (BHR 093, BHR 094, BHR 113 and BHR 114) and 1 potential (BHR 112) BHR's affected by this alternative.

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
	MODERATE NET EFFECT RANKING: 1st There are 4 potential BHR's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed.	HIGH NET EFFECT RANKING: 2nd There are 5 potential BHR's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed.	HIGH NET EFFECT RANKING: 2nd There are 2 listed and 6 potential BHR's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed.	HIGH NET EFFECT RANKING: 2nd There are 4 listed and 1 potential BHR's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed.
3.1.2 Heritage Bridges	<ul style="list-style-type: none"> There are no Heritage Bridges affected by this alternative. NO NET EFFECT RANKING: 1st There are no Heritage Bridges affected by this alternative.	<ul style="list-style-type: none"> There are no Heritage Bridges affected by this alternative. NO NET EFFECT RANKING: 1st There are no Heritage Bridges affected by this alternative.	<ul style="list-style-type: none"> There are no Heritage Bridges affected by this alternative. NO NET EFFECT RANKING: 1st There are no Heritage Bridges affected by this alternative.	<ul style="list-style-type: none"> There are no Heritage Bridges affected by this alternative. NO NET EFFECT RANKING: 1st There are no Heritage Bridges affected by this alternative.
3.1.3 Cultural Heritage Landscapes	<ul style="list-style-type: none"> There are 2 listed (CHL 120 and CHL 121) and 3 potential (CHL 101, CHL 102 and CHL 122) CHL's affected by this alternative. MODERATE NET EFFECT RANKING: 1st There are 2 listed and 3 potential CHL's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed. While not within the alternative, the cemetery is within 100 m and is therefore visually impacted.	<ul style="list-style-type: none"> There is 1 cemetery (CHL 123) CH affected by this alternative. HIGH NET EFFECT RANKING: 4th There is 1 cemetery CHL affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed.	<ul style="list-style-type: none"> There are 2 listed (CHL 120 and CHL 121) CHL's affected by this alternative. MODERATE NET EFFECT RANKING: 1st There are 2 listed CHL's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed.	<ul style="list-style-type: none"> There are 2 listed (CHL 120 and CHL 121) and 1 potential CHL (CHL 122) CHL's affected by this alternative. MODERATE NET EFFECT RANKING: 1st There are 2 listed and one potential CHL's affected by this alternative which will require further evaluation in order to determine their cultural heritage value and interest. Once cultural heritage value and interest has been determined, avoidance, protection and mitigation measures must be completed. While not within the alternative, the cemetery is within 100 m and is therefore visually impacted.
3.2 Archaeology				
3.2.1 Pre-Contact and Contact Indigenous Archaeological Sites	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st No registered pre-contact and contact Indigenous sites are present within this alternative. This alternative contains 198 hectares of undisturbed land containing archaeological potential.	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st No registered pre-contact and contact Indigenous sites are present within this alternative. This alternative contains 227 hectares of undisturbed land containing archaeological potential.	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st No registered pre-contact and contact Indigenous sites are present within this alternative. This alternative contains 184 hectares of undisturbed land containing archaeological potential.	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st No registered pre-contact and contact Indigenous sites are present within this alternative. This alternative contains 191 hectares of undisturbed land containing archaeological potential.
3.2.2 Historic Euro-Canadian Archaeological Sites	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st	<ul style="list-style-type: none"> No registered sites within this alternative, however archaeological potential is present within much of this alternative. LOW NET EFFECT RANKING: 1st

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2	Alternative S4-3	Alternative S4-4
	Summary of Potential Net Effects and Ranking			
	No registered Historic Euro-Canadian Archaeological Sites are present within this alternative. This alternative contains 198 hectares of undisturbed land containing archaeological potential.	No registered Historic Euro-Canadian Archaeological Sites are present within this alternative. This alternative contains 227 hectares of undisturbed land containing archaeological potential.	No registered Historic Euro-Canadian Archaeological Sites are present within this alternative. This alternative contains 184 hectares of undisturbed land containing archaeological potential.	No registered Historic Euro-Canadian Archaeological Sites are present within this alternative. This alternative contains 191 hectares of undisturbed land containing archaeological potential.
3.2.3 Indigenous Burial Sites	<ul style="list-style-type: none"> No known or reported Indigenous Burial Sites. 	<ul style="list-style-type: none"> No known or reported Indigenous Burial Sites. 	<ul style="list-style-type: none"> No known or reported Indigenous Burial Sites. 	<ul style="list-style-type: none"> No known or reported Indigenous Burial Sites.
	NO NET EFFECT RANKING: 1st	NO NET EFFECT RANKING: 1st	NO NET EFFECT RANKING: 1st	NO NET EFFECT RANKING: 1st
	No difference between alternatives.	No difference between alternatives.	No difference between alternatives.	No difference between alternatives.
3.2.4 Cemeteries	<ul style="list-style-type: none"> No registered cemeteries present within this alternative. 	<ul style="list-style-type: none"> 1 registered cemetery is present within this alternative. 	<ul style="list-style-type: none"> No registered cemeteries present within this alternative. 	<ul style="list-style-type: none"> No registered cemeteries present within this alternative.
	LOW NET EFFECT RANKING: 1st	HIGH NET EFFECT RANKING: 4th	LOW NET EFFECT RANKING: 1st	LOW NET EFFECT RANKING: 1st
	No registered cemeteries are present within this alternative. A total of 198 hectares of undisturbed land containing archaeological potential is found within this alternative.	1 registered cemetery is located within this alternative. As well, a total of 227 hectares of undisturbed land containing archaeological potential is present.	No registered cemeteries are present within this alternative. A total of 184 hectares of undisturbed land containing archaeological potential is found within this alternative.	No registered cemeteries are present within this alternative. A total of 191 hectares of undisturbed land containing archaeological potential is found within this alternative.
4.0 Transportation				
4.1 System Capacity & Efficiency				
4.1.1 Movement of People	<ul style="list-style-type: none"> Supports efficient movement of people. Improves transportation options for travellers. 	<ul style="list-style-type: none"> Supports efficient movement of people. Improves transportation options for travellers. 	<ul style="list-style-type: none"> Supports efficient movement of people. Improves transportation options for travellers. 	<ul style="list-style-type: none"> Supports efficient movement of people. Improves transportation options for travellers.
	HIGH CAPACITY & EFFICIENCY RANKING: 1st	HIGH CAPACITY & EFFICIENCY RANKING: 1st	HIGH CAPACITY & EFFICIENCY RANKING: 1st	HIGH CAPACITY & EFFICIENCY RANKING: 1st
	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.
4.1.2 Movement of Goods	<ul style="list-style-type: none"> Supports efficient movement of goods. 	<ul style="list-style-type: none"> Supports efficient movement of goods. 	<ul style="list-style-type: none"> Supports efficient movement of goods. 	<ul style="list-style-type: none"> Supports efficient movement of goods.
	HIGH CAPACITY & EFFICIENCY RANKING: 1st	HIGH CAPACITY & EFFICIENCY RANKING: 1st	HIGH CAPACITY & EFFICIENCY RANKING: 1st	HIGH CAPACITY & EFFICIENCY RANKING: 1st
	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.
4.1.3 System performance during peak periods	<ul style="list-style-type: none"> Improves system performance during peak periods. 	<ul style="list-style-type: none"> Improves system performance during peak periods. 	<ul style="list-style-type: none"> Improves system performance during peak periods. 	<ul style="list-style-type: none"> Improves system performance during peak periods.
	HIGH PERFORMANCE RANKING: 1st	HIGH PERFORMANCE RANKING: 1st	HIGH PERFORMANCE RANKING: 1st	HIGH PERFORMANCE RANKING: 1st
	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.
4.2 System reliability / redundancy	<ul style="list-style-type: none"> Supports system reliability and redundancy. 	<ul style="list-style-type: none"> Supports system reliability and redundancy. 	<ul style="list-style-type: none"> Supports system reliability and redundancy. 	<ul style="list-style-type: none"> Supports system reliability and redundancy.
	HIGH RELIABILITY / REDUNDANCY RANKING: 1st	HIGH RELIABILITY / REDUNDANCY RANKING: 1st	HIGH RELIABILITY / REDUNDANCY RANKING: 1st	HIGH RELIABILITY / REDUNDANCY RANKING: 1st
	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.	Comparable net effect to other alternatives.

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2	Alternative S4-3	Alternative S4-4
Summary of Potential Net Effects and Ranking				
4.3 Safety				
4.3.1 Traffic Safety	<ul style="list-style-type: none"> Improves traffic safety. 	<ul style="list-style-type: none"> Improves traffic safety. 	<ul style="list-style-type: none"> Improves traffic safety. 	<ul style="list-style-type: none"> Improves traffic safety.
	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.
4.3.2 Emergency Access	<ul style="list-style-type: none"> Supports emergency service access / routing. 	<ul style="list-style-type: none"> Supports emergency service access / routing. 	<ul style="list-style-type: none"> Supports emergency service access / routing. 	<ul style="list-style-type: none"> Supports emergency service access / routing.
	HIGH ACCESS RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCESS RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCESS RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCESS RANKING: 1st Comparable net effect to other alternatives.
4.4 Mobility & Accessibility				
4.4.1 Modal integration and balance	<ul style="list-style-type: none"> Improves transportation options for travellers. 	<ul style="list-style-type: none"> Improves transportation options for travellers. 	<ul style="list-style-type: none"> Improves transportation options for travellers. 	<ul style="list-style-type: none"> Improves transportation options for travellers.
	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.	HIGH POTENTIAL FOR IMPROVEMENT RANKING: 1st Comparable net effect to other alternatives.
4.4.2 Linkages to Population and Employment Centres	<ul style="list-style-type: none"> Improves linkages to population and employment centres. 	<ul style="list-style-type: none"> Improves linkages to population and employment centres. 	<ul style="list-style-type: none"> Improves linkages to population and employment centres. 	<ul style="list-style-type: none"> Improves linkages to population and employment centres.
	HIGH ACCESSIBILITY RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCESSIBILITY RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCESSIBILITY RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCESSIBILITY RANKING: 1st Comparable net effect to other alternatives.
4.4.3 Recreation and Tourism Travel	<ul style="list-style-type: none"> Supports recreation and tourism travel. 	<ul style="list-style-type: none"> Supports recreation and tourism travel. 	<ul style="list-style-type: none"> Supports recreation and tourism travel. 	<ul style="list-style-type: none"> Supports recreation and tourism travel.
	HIGH SUPPORT RANKING: 1st Comparable net effect to other alternatives.	HIGH SUPPORT RANKING: 1st Comparable net effect to other alternatives.	HIGH SUPPORT RANKING: 1st Comparable net effect to other alternatives.	HIGH SUPPORT RANKING: 1st Comparable net effect to other alternatives.
4.4.4 Accommodation for pedestrians, cyclists, snowmobiles, and specialized vehicles	<ul style="list-style-type: none"> High potential to accommodate pedestrians, cyclists and specialized vehicles at grade separated crossings. 	<ul style="list-style-type: none"> High potential to accommodate pedestrians, cyclists and specialized vehicles at grade separated crossings. 	<ul style="list-style-type: none"> High potential to accommodate pedestrians, cyclists and specialized vehicles at grade separated crossings. 	<ul style="list-style-type: none"> High potential to accommodate pedestrians, cyclists and specialized vehicles at grade separated crossings.
	HIGH ACCOMMODATION RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCOMMODATION RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCOMMODATION RANKING: 1st Comparable net effect to other alternatives.	HIGH ACCOMMODATION RANKING: 1st Comparable net effect to other alternatives.
4.5 Network Compatibility				
4.5.1 Network connectivity	<ul style="list-style-type: none"> Improves network connectivity. Improves transportation options for travellers. 	<ul style="list-style-type: none"> Improves network connectivity. Improves transportation options for travellers. 	<ul style="list-style-type: none"> Improves network connectivity. Improves transportation options for travellers. 	<ul style="list-style-type: none"> Improves network connectivity. Improves transportation options for travellers.
	HIGH CONNECTIVITY RANKING: 1st Comparable net effect to other alternatives.	HIGH CONNECTIVITY RANKING: 1st Comparable net effect to other alternatives.	HIGH CONNECTIVITY RANKING: 1st Comparable net effect to other alternatives.	HIGH CONNECTIVITY RANKING: 1st Comparable net effect to other alternatives.

Evaluation Factors and Sub-Factors	Alternative S4-1 - Preferred	Alternative S4-2 Summary of Potential Net Effects and Ranking	Alternative S4-3	Alternative S4-4
4.5.2 Flexibility for future expansion	<ul style="list-style-type: none"> Provides flexibility for future expansion. <p>HIGH FLEXIBILITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> Provides flexibility for future expansion. <p>HIGH FLEXIBILITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> Provides flexibility for future expansion. <p>HIGH FLEXIBILITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> Provides flexibility for future expansion. <p>HIGH FLEXIBILITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>
4.6 Engineering				
4.6.1 Constructability	<ul style="list-style-type: none"> Railway crossing and multiple watercourse crossings. <p>MODERATE POTENTIAL FOR CONSTRUCTABILITY ISSUES RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> Railway crossing and multiple watercourse crossings. <p>MODERATE POTENTIAL FOR CONSTRUCTABILITY ISSUES RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> Railway crossing and multiple watercourse crossings. <p>MODERATE POTENTIAL FOR CONSTRUCTABILITY ISSUES RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> Railway crossing and multiple watercourse crossings. <p>MODERATE POTENTIAL FOR CONSTRUCTABILITY ISSUES RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>
4.6.2 Compliance with design criteria	<ul style="list-style-type: none"> High conformity to safety and design standards. <p>HIGH CONFORMITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> High conformity to safety and design standards. <p>HIGH CONFORMITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> High conformity to safety and design standards. <p>HIGH CONFORMITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>	<ul style="list-style-type: none"> High conformity to safety and design standards. <p>HIGH CONFORMITY RANKING: 1st</p> <p>Comparable net effect to other alternatives.</p>
4.7 Construction Cost	<ul style="list-style-type: none"> Estimated Cost \$205 Million <p>MODERATE RELATIVE COST RANKING: 1st</p> <p>Comparable relative cost to Alternatives S4-3 and S4-4.</p>	<ul style="list-style-type: none"> Estimated Cost \$211 Million <p>HIGH RELATIVE COST RANKING: 4th</p> <p>Higher relative cost than Alternatives S4-1, S4-3 and S4-4.</p>	<ul style="list-style-type: none"> Estimated Cost \$205 Million <p>MODERATE RELATIVE COST RANKING: 1st</p> <p>Comparable relative cost to Alternatives S4-1 and S4-4.</p>	<ul style="list-style-type: none"> Estimated Cost \$204 Million <p>MODERATE RELATIVE COST RANKING: 1st</p> <p>Comparable relative cost to Alternatives S4-1 and S4-3.</p>
	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity. <p>LOW POTENTIAL FOR NEGATIVE EFFECT RANKING: 1st</p> <p>Comparable net effect to Alternatives S4-3 and S4-4.</p>	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity but may result in less than desirable geometry for required road realignments. <p>MODERATE POTENTIAL FOR NEGATIVE EFFECT RANKING: 4th</p> <p>Higher negative effect than Alternatives S4-1, S4-3 and S4-4.</p>	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity. <p>LOW POTENTIAL FOR NEGATIVE EFFECT RANKING: 1st</p> <p>Comparable net effect to Alternatives S4-1 and S4-4.</p>	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity. <p>LOW POTENTIAL FOR NEGATIVE EFFECT RANKING: 1st</p> <p>Comparable net effect to Alternatives S4-1 and S4-3.</p>
4.8 Traffic Operations	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity. <p>LOW POTENTIAL FOR NEGATIVE EFFECT RANKING: 1st</p> <p>Comparable net effect to Alternatives S4-3 and S4-4.</p>	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity but may result in less than desirable geometry for required road realignments. <p>MODERATE POTENTIAL FOR NEGATIVE EFFECT RANKING: 4th</p> <p>Higher negative effect than Alternatives S4-1, S4-3 and S4-4.</p>	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity. <p>LOW POTENTIAL FOR NEGATIVE EFFECT RANKING: 1st</p> <p>Comparable net effect to Alternatives S4-1 and S4-4.</p>	<ul style="list-style-type: none"> Complies with design standards and maintains local road network connectivity. <p>LOW POTENTIAL FOR NEGATIVE EFFECT RANKING: 1st</p> <p>Comparable net effect to Alternatives S4-1 and S4-3.</p>

Staff Report 2019-0236

Meeting Date: November 19, 2019

Subject: Proposed renaming of a portion of Cross Country Boulevard as Roy Clarkson Way

Submitted By: Kyle Munro, Community Policy Planner, Community Services

RECOMMENDATION

That a by-law to rename an identified portion of Cross Country Boulevard as Roy Clarkson Way be enacted; and

That Schedule F of Traffic By-law 2015-058 be amended to rename Cross Country Boulevard from Highway 50 (RR 50) to a point 100m west of Highway 50 (RR 50) as Roy Clarkson Way.

REPORT HIGHLIGHTS

- Staff recommend that a portion of Cross Country Boulevard in Bolton be renamed in commemoration of Roy Clarkson, a volunteer member of the Caledon Fire Service who passed away while on duty in 1980.
- The portion of Cross Country Boulevard proposed for renaming is located directly adjacent to #302 Roy B. Clarkson Fire Hall in Bolton and does not contain any property addresses.
- The proposed street name currently exists on the list of names approved for use in Caledon by the Region of Peel Street Names Committee and the street name suffix proposed does not require approval by the Committee.
- The recommendation has been made in accordance with the street re-naming requirements of the Town's Corporate Street Naming and Public Notice Policies and Procedures.

DISCUSSION

Background

The purpose of this report is to recommend for Council to enact a by-law to rename a portion of Cross Country Boulevard to Roy Clarkson Way.

On May 21, 2019 Staff Report 2019-69 regarding the renaming a portion of Cross Country Boulevard as Roy Clarkson Way was brought to the Committee of the Whole – Planning and Development.

The Committee referred back the report to staff to consider the options of naming the Fire Hall instead and report back to Council in September 2019.



On June 25, 2019 Council adopted a motion (Resolution 2019-109) to name Fire Station 302 to the Roy B. Clarkson Fire Hall.

On October 22, 2019 the Committee of the Whole – Planning and Development received a petition in correspondence from Mr. John Payne, dated October 10, 2019 requesting *“To rename the portion of Cross Country Blvd., (10th side road portion) and the rear entrance to the new Fire Station #302 to Roy Clarkson Way”*. The Committee adopted the recommendation that Staff review the petition regarding the renaming of a portion of Cross Country Boulevard to Roy Clarkson Way and report back to the Committee.

The identified portion of Cross County Boulevard proposed for renaming by the petition appears to be consistent with the extent previously proposed by Staff Report 2019-69.

History

In October 2018 Staff forwarded the suggestion that consideration be given to naming a street in memory of Mr. Roy Clarkson, the only member of the Caledon Fire and Emergency Services Department to have passed away while on duty.

Mr. Clarkson was a dedicated volunteer fireman who rose to the rank of Assistant District Chief while operating out of Caledon Fire Department Station No. 2 (Bolton) from 1947 until his passing during a house fire call on February 11, 1980.

In November 2018, the name Roy Clarkson was approved for use in Caledon by the Region of Peel Street Names Committee.

Cross Country Boulevard is a curvilinear street located on the Southwest side of Highway 50 in Bolton, directly south of the new fire station being constructed at 14002 Highway 50. Cross Country Boulevard is bound by Highway 50 to the North and English Rose Lane to the South. The section of Cross-Country Boulevard proposed for renaming to Roy Clarkson Way is approximate 100 m in length, starting at Highway 50 and ending at the 90 degree turn in the street. This section of street is contained within the opened road allowance legally identified as being between Lots 10 and 11, Concession 6, former Albion Township and would include the entrance to the rear driveway of the fire station (see Schedule A). The section of street proposed for renaming was identified as a potential location due to:

- a) its immediate proximity to the new Bolton fire station # 302
- b) its physical distinction from the remainder of Cross Country Boulevard
- c) no property address changes would be required
- d) only signage upgrades would be required.

The recommendation for the proposed street renaming has been made in accordance with the requirements of the Town's Corporate Policy on Street Naming and Appendix 5 of the Town's Street Naming Procedure:

- A request to change the name of an existing street may be made by the Town, the Region of Peel, or members of the public.
- The street name change is proposed for commemorative purposes.
- The proposed street name is on the list of names approved for use in Caledon by the Region of Peel Street Names Committee.
- The proposed name reflects and commemorates local heritage.
- As a posthumous street name recommendation, written authorization has been provided by Mr. Clarkson's family in support of the renaming.

With the existing orientation of properties on Cross Country Boulevard, no properties are located in the limited area subject to the proposed street renaming, therefore no address changes are required.

The Region of Peel Street Names Committee did not require any suffix restrictions on the use Roy Clarkson as a street name. The Town therefore does not require approval from the Committee to proceed with the use of the name Roy Clarkson Way.

As per the Town's Public Notice Policy, notice of the proposed street renaming was published in local newspapers, on social media and on the Town website on April 25, 2019.

Notification was also mailed to residents and landowners of the 217 properties identified within the subdivision that includes the Cross-Country Boulevard on March 14, 2019.

Public Comments

As of April 30, 2019, staff had received a limited amount of responses from members of the public by way of phone call, email and in person comments. Some of the concerns were:

- Impacts on local navigation by visitors seeking to locate Cross Country Boulevard.
- The existing association of the name Clarkson with the Go station and former village in Mississauga and the potential for confusion for local residents and commercial delivery service.
- That commemorative street naming should be reserved for locations that will include addressed properties.

The purpose of proposing a partial street renaming was to limit the impact to property owners and avoid unnecessary costs to update owner addresses. Once maps are updated then issues with potential delivery will be addressed.

Family Endorsement

Staff have been in regular communication and consulted with Mr. Clarkson's family throughout this process. The family is supportive and appreciative of this approach.

FINANCIAL IMPLICATIONS

There are no significant financial implications to the Town as a result of the proposed street renaming. There are minimal costs associated with registration of the amending by-law on title to the road allowance and the installation of the new street sign post and signage on Town lands.

COUNCIL WORK PLAN

Town of Caledon Council Work Plan 2018-2022 Key Priorities addressed:

Connected Community Initiative: Preserve heritage and natural areas

KEY STEPS

Should Council approve enactment of a by-law renaming the identified portion of Cross Country Boulevard as Roy Clarkson Way, the following steps shall be undertaken:

1. Advise the applicant of Council's approval.
2. Register the by-law on title to the road allowance.
3. Notify the land owners abutting Roy Clarkson Way of the street renaming.
4. Advise Building and Support Services, Information Technology GIS staff and the Region of Peel Street Names Committee of the street renaming for the purpose of updating records and mapping. Emergency Medical Services and the Ontario Provincial Police shall be advised of the street renaming by Building and Support Services.
5. Advise Legislative Services for the purpose of amending the Traffic By-law and any relevant documents.
6. Advise Finance and Infrastructure Services of the renaming for the installation of the new street sign.
7. Advise Region of Peel Road Operations department of the renaming for the purpose of installation of a new street signs on Highway 50.

ATTACHMENTS

Schedule A Location Map showing the proposed Roy Clarkson Way

Schedule A - Staff Report 2019-236 Location Map

Section of **Cross Country Boulevard** proposed for renaming to

Roy Clarkson Way





Monday, November 11, 2019
9:30 a.m.
Committee Room, Town Hall

Chair: J. Crease
Vice Chair: B. McKenzie
Councillor L. Kiernan
B. Early-Rea
J. LeForestier
V. Mackie
D. Paterson
J. Payne
M. Starr
D. Janosik-Wronski

Planner, Heritage & Urban Design: D. McGlynn
General Manager, Community Services: S. Kirkwood
Manager, Legislative Services/Deputy Clerk: A. Fusco
Council Committee Coordinator: T. Kobikrishna

CALL TO ORDER

Chair J. Crease called the meeting to order at 9:34 a.m.

DECLARATION OF PECUNIARY INTEREST

None.

RECEIPT OF MINUTES

Moved by: D. Paterson – Seconded by B. Early-Rea

That the minutes from the October 7, 2019 Heritage Caledon Committee meeting be received, as amended.

Carried.

DELEGATIONS

Judy Mabee provided a delegation regarding designating the West Credit River. Ms. Mabee noted that in her opinion the rapid urbanization in the West Credit watershed and climate change are impacting the river and its surrounding ecosystem. She requested that the Committee support the designation a Cultural Heritage Landscape for Belfountain inclusive of the West Credit River.

Members of the Committee and Staff advised the delegate that the municipality does not have the jurisdiction to designate the West Credit River as the river is under federal jurisdiction. A previous unsuccessful application for designation by the Credit Valley Conservation (CVC) was noted. Members of Committee provided the delegate with suggestions on how to commence the process by contacting the CVC.

COMMITTEE REPORTS

Recommendations for Allocation of Designated Heritage Property Grant Funding for Autumn 2019

D. McGlynn provided an update with respect to the Designated Heritage Property Grant program for Autumn 2019. He informed the Committee that the Town received 20 applications for the grant and the requested funding is beyond the funding available. He advised that the Grants Sub-Committee reviewed the applications and recommends the allocation of the funding for the grants to individuals listed in the report.

Members of the Committee asked questions and received a response from staff.

Moved by: B. Early-Rea – Seconded by D. Paterson

That the recommended second allocation in 2019 for the Designated Heritage Property Grant Program recipients listed in Schedule A of Staff Report 2019-0245, be approved.

Carried.

REGULAR BUSINESS

Designations

a. 17474 Humber Station Road

D. McGlynn informed Committee members that the property owners of 17474 Humber Station Road are not interested in designating the property.

b. 16476 Centreville Creek Road

D. McGlynn informed the Committee members that he will be organizing a site visit for the property.

c. 13940 Airport Road

D. McGlynn advised the Committee members that heritage staff are waiting to receive information regarding the designation study of the property.

d. 15277 Airport Road

D. McGlynn advised the Committee members that he would provide an update on the property at the December Heritage Caledon meeting along with the findings from the designation study for 15277 Airport Road.

e. 18620 Centreville Creek Road

D. McGlynn informed the Committee members that heritage staff are awaiting a written request for designation from the Toronto and Region Conservation Authority (TRCA) to move forward.

Alterations/Demolitions

a. Downtown Bolton Restorations

V. Mackie provided an update regarding the restoration of buildings in the Downtown Bolton area. She advised that it is evident that buildings and storefronts in the area are being improved.

Members of the Committee asked questions and received a response from staff.

Built Heritage Resource Inventory (BHRI)

a. Report on BHRI

i. Next Phase - Caledon Village, Sandhill, Mono Mills, Mono Road, Campbell's Cross and Tullamore

D. McGlynn provided an update with respect to the listing of properties on the BHRI. He noted that there are currently 265 properties proposed for the next phase of listings in Caledon Village, Sandhill, Mono Mills, Mono Road, Campbell's Cross, Tullamore and Highlight Significant properties. Staff will meet to review the heritage criteria for each property to be listed and a report will be brought forward in December.

Members of the Committee asked questions and received a response from staff.

UPDATES

Heritage Resource Office

a. Work Plan Update

D. McGlynn provided an update regarding the Heritage Resource Office Work Plan and advised the committee of the status of current projects.

Members of the Committee asked questions with respect to the Work Plan Update and received a response from staff.

b. Heritage Caledon Sub-Committee Update

i. Communications Committee

a) Communications Strategy

D. Janosik-Wronski thanked the Committee for providing input regarding the Communications Strategy. She advised that moving forward, the Committee will use "Our Heritage, Our Future" on future communications and promotional material. D. Janosik-Wronski advised the Committee that she would work with Town

staff to produce a final draft of the Communications Strategy for Heritage Caledon.

ii. **Event Planning Committee**

a) **Proposed Heritage Caledon Forum**

Chair J. Crease advised the Committee members that correspondence has been sent to a number of community heritage groups and resident associations regarding the proposed Heritage Caledon Forum. She has received response from 7 groups. She advised she would report back in December with the total number of groups interested in the Forum.

iii. **Research Committee**

a) **Mono Mills Walking Tour**

V. Mackie provided an update regarding the Mono Mills Walking Tour. She advised that there was a group of outlying buildings to be added to the tour. She requested that the 10 new walking tours in Caledon also be included on the online application.

The Committee recessed from 10:35 a.m. to 11:23 a.m.

CONFIDENTIAL SESSION

Heritage Caledon adopted the required procedural motion and convened in Confidential Session in the Committee Room at 11:24 a.m.

Moved by: B. McKenzie - Seconded by: B. Early-Rea

That the Committee go into confidential session under Section 239 of the Municipal Act for the purpose of discussing:

Personal matters about an identifiable individual, including municipal or local board employees - Award of Excellence Nominations

Carried.

Chair J. Crease, B. McKenzie, Councillor L. Kiernan, B. Early-Rea, J. LeForestier, V. Mackie, D. Paterson, J. Payne, M. Starr, D. Janosik-Wronski, Manager, Legislative Services/Deputy Clerk: A. Fusco and Council Committee Coordinator: T. Kobikrishna were present for this portion of the meeting.

Heritage Caledon adopted the required procedural motion at 11:31 a.m. and resumed in Open Session.

Moved by: D. Paterson - Seconded by: D. Janosik-Wronski

That Jimmy Pountney and Luci Verdile be recognized as the 2019 recipients of the Heritage Caledon Award of Excellence

Carried.

ADJOURNMENT

On a motion by D. Janosik-Wronski the meeting adjourned at 11:34 a.m.

Committee Report 2019-0245

Meeting: November 11, 2019

Subject: Recommendations for Allocation of Designated Heritage Property Grant Funding – Second Allocation in 2019

Submitted By: Douglas McGlynn, Heritage and Urban Design Planner, Community Services

RECOMMENDATIONS

That the recommended second allocation in 2019 for the Designated Heritage Property Grant Program recipients listed in Schedule A of Staff Report 2019-0245, be approved;

REPORT HIGHLIGHTS

- The Designated Heritage Property Grant program (DHPG) provides financial assistance to designated heritage property owners for the maintenance and restoration of their properties. There are two allocations in a calendar year, one in the Spring and one in Autumn.
- The DHPG provides grants of 50% of eligible costs to a maximum of \$4,000 per grant. A single property is eligible to receive two (2) grants in the calendar year.
- The Heritage Grant Program was expanded to include commercial and industrial properties designated under Part V of the Ontario Heritage Act (the “Act”) in the Bolton Heritage Conservation District.
- The Town received twenty (20) applications in the second application round, which were screened and evaluated by the Heritage and Urban Design Planner and the Heritage Review Group (members of Heritage Caledon) against the DHPG guidelines. All proposed work was deemed eligible for DHPG funding. Of the proposed projects, eight (8) properties were approved for the second annual 2019 Heritage Grant Program.
- The 2019 base operating budget for the DHPG is \$65,000 an increase of \$15,000 from the 2018 budget granted by Council based on the inclusion of the Bolton Heritage Conservation District.
- \$42,750 was allocated in the first allocation in the spring.
- The Heritage Review Group (Review Group) recommends allocation of the remaining \$22,250 to eight (8) applicants in the second allocation this fall.

DISCUSSION

The DHPG was established by By-law 2006-34 as a financial incentive program to promote and support stewardship of designated heritage properties. Originally administered for the Town by the Caledon Heritage Foundation, administration was returned to the Town in 2010 (Council resolution 2010-032).

Committee Report 2019-0245

The program Guidelines and the Review Group were established by By-law 2010-065, which was repealed and replaced by By-law 2013-099 and subsequently amended by By-law 2017-70. In 2019, By-law 2017-70 was amended by By-law 2019-39 to enable commercial and industrial properties included in the HCD to have the ability to apply for the Heritage Grant Program.

The Review Group is a subcommittee of Heritage Caledon members and the Heritage and Urban Design Planner. In accordance with By-law 2013-099, the Review Group reports to Heritage Caledon Committee with its allocation recommendations for DHPG funds.

2019 Second Allocation - Applications

The Town has received twenty (20) heritage grant applications. All grant applications were reviewed by the Heritage and Urban Design Planner to ensure the completeness of the applications before being provided to the Review Group. Of the twenty applications the following list provides a breakdown of eligibility:

- two (2) properties did not meet the qualifying criteria for a Heritage Grant as they were not designated under the *Ontario Heritage Act*;
- four (4) applicants had outstanding grants for the same proposed work from 2017 and 2018;
- two (2) applications were deferred to the Spring Heritage Grant Program 2020;
- three (3) applications did not meet the qualifying criteria of designated heritage attributes according to the Heritage Grant Guidelines; and
- one (1) property had outstanding taxes payable to the Town.

The Review Group evaluated the applications against the criteria for eligible work outlined in the program Guidelines, namely that the work:

- Has not yet been initiated at the time of application;
- Is compatible and consistent with the design or physical value, historical value and contextual value of the property;
- Serves to rehabilitate the building or property by stabilizing and protecting existing architectural heritage attributes and/or other character defining elements;
- Is consistent with good heritage conservation practices;
- If a restoration: serves to help restore the building or property by replicating lost or damaged architectural heritage attributes and/or other character defining elements that were once part of the building fabric or property;
- Is executed in such a manner as not to detract from or diminish the cultural heritage value of the property;
- Is consistent with the Town of Caledon by-laws and policies, along with relevant provincial and federal regulations and codes.

Eligible work includes the costs of professional fees, labour, materials and equipment.

- The DHPG provides grants of 50% of eligible costs for maintenance and restoration projects to a maximum of four thousand dollars (\$4,000) per grant.

Committee Report 2019-0245

- A single property is eligible to receive two (2) grants in the calendar year at the discretion of Council and subject to available annual funding. In the event the second grant is approved, the applicant waives their right to apply for a grant under the Designated Heritage Property Grant Program in the following calendar year for the same Designated Heritage Property.

Community Services had \$65,000 approved in the 2019 base operating budget for the DHPG, of which \$42,750 was awarded in the first allocation this spring.

The total estimated project costs for the work associated with the applications in the second allocation is \$74,351. Of this amount, \$22,250 is eligible for grant funding based on 50% of eligible costs to a maximum of \$4,000 per grant.

The Review Group is recommending the allocation of all available funding, as shown on Schedule A to this report and summarized below:

- Allocation of maximum eligible grants to all eight (8) eligible applicants.

Upon completion of the work and confirmation of paid invoices, and in accordance with all requirements as set out in the appropriate Guidelines, the Review Group will undertake a site inspection to ensure the work is satisfactory prior to processing the grant claim.

FINANCIAL IMPLICATIONS

It is recommended that the eight (8) grants listed in Schedule A be approved, at a total cost of \$22,250 funded from the Designated Heritage Property Grant Program. The 2019 budget for the Designated Heritage Property Grant Program was \$65,000 under the Community Services operating budget account #: 01-02-405-44070-365-62319 of which the first allocation in the spring program was awarded \$42,750 and the remaining available funds for the second allocation this fall is \$22,250. The balance of \$22,250 therefore will be used to fund the second allocation of the Designated Heritage Grant Program 2019.

ATTACHMENTS

Schedule A: Autumn Designated Heritage Grant Program 2019

SCHEDULE A - Town of Caledon - Autumn Designated Heritage Grant Program 2019

Oct 31 2019

FALL APPLICATIONS 2019

	Properties	Address	Description of Work	Conservation Benefit	Previous Grants	Cost Estimates (incl. HST)	Eligible Costs based on initial application (max 50%)	Total Recommended Grants
1	Shiloh Weslyn Church	1 Cedar Mains	Foundation underpinning of the strucutre	Grade beam will stabilize the structure extending the life of the heritage building.	2019	\$36,000	\$4,000.00	\$4,000
2	Bolton Anglican Church	22 Nancy St. Bolton	Bell tower repairs.	Restores and retains heritage fabric of the structure.		\$68,615	\$4,000.00	\$4,000
3	Black Willow	83 Kennedy Road	To prune the Black Willow of excess growth that puts extra weight on the main structure of the tree.	Arborist will help extend the life of the Black Willow by removing dead tree limbs.	2018	\$508.50	\$254.25	\$254.25
4	Haines-Dennis House	1402 Mill Street	To replace the existing windows that are deteriorating.	Restores and retains heritage fabric of the structure.		\$9,317.20	\$4,000.00	\$4,000.00
5	Alexander Smith Farm Complex	14650 Heart Lake Road	To replace the entirety of front porch as it is rotting.	Restores and retains heritage fabric of the structure.	2017	\$7,538.49	\$3,769.24	\$3,533.00
6	John Judge House	16563 Horseshoe Hill Road	Rebuild the chimney using age appropriate clay brick to maintain the heritage attributes of the structure.	Restores and retains heritage fabric of the structure.	2011	\$1,525.50	\$762.75	\$762.75
7	Alton Mill Arts Centre	1402 Queen Street, Alton	To repoint stone work within the historic Annex Courtyard and other various locations around the main mill building (e.g. along east ramp).	Work will help to extend the life of the heritage building.		\$4,000	\$2,000.00	\$1,700
8	McTaggart-Douglas House	17246 Old Main Street Belfountain	To reshingle the roof.	Restores and retains heritage fabric of the structure.		\$23,000	\$4,000.00	\$4,000
Total Project Costs						\$74,351		
Total Eligible Costs							\$22,786	

Total Recommended Grants - Second Allocation Fall 2019			\$22,250
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Available Funding 2019			\$65,000	
Total Grants - First Allocation Spring 2019			\$42,750	
Total Grants - Second Allocation Fall 2019			\$22,250	
Balance of Funds - 2019 Grant Program			\$0.00	



IBI GROUP
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October 31, 2019

Ms. Britta Patkowski
GTA West Project Team
AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3

Dear Ms. Patkowski:

**GTA WEST CORRIDOR ROUTE PLANNING
PUBLIC INFORMATION FEEDBACK
CLIENT PROPERTY - MAYFIELD WEST EMPLOYMENT LANDS**

We are planning consultants to Mayfield Road Portfolio Inc. ("MRPI") and Heart Lake Road Portfolio Inc. ("HLRPI"), owners of the 'subject lands' (as shown on the figure attached) located within the designated Mayfield West Employment Area of the Mayfield Community pursuant to Provincial, Regional and Local planning instruments. On behalf of our client, we have, over the course of the GTA West study, attended many PIC's and written to the Project Team on many occasions expressing our client's significant concerns, concerns shared by the Town of Caledon, with respect to a highway route corridor that, as currently proposed, would take approximately 120 acres of development-ready employment lands out of the Town and Region's employment land inventory. This letter reiterates our concerns in this regard and offers some discussion and questions with respect to the "technically preferred route" which also significantly impacts natural heritage lands.

In 2008, our client made rezoning and draft plan of subdivision applications for the majority of the HLRPI lands, and for all of the HLRPI lands consistent with the applicable planning regime at that time. In 2012, the HLRPI subdivision application was draft approved, as was the rezoning application. These applications were not appealed to the (then) Ontario Municipal Board ("OMB") by any party and are currently still in full force and effect. Several months later, the MRPI applications were brought forward for approval, the zoning was approved by Town of Caledon Council, however, it was then appealed to the OMB by MMAH on behalf of MTO. MTO shortly thereafter initiated their GTA West study and "froze" all of the HLRPI and MRPI lands from development in the interim.

Over time, including late in 2017, the Province released portions of the MRPI lands from the GTA West Corridor Study Area and withdrew their companion appeal of the ZBLA. Accordingly, the prestige industrial zoning for portions of the MRPI lands (as well as the zoning of the HLRPI lands as previously mentioned) is now in full force and effect and construction on the MRPI lands has commenced. A total of over 1 million square feet of employment floor space is either constructed or under construction and a total of over 500 jobs have either been created or will be created as a result. That same potential exponentially exists for the balance of our client's lands now planned for a highway.

Ms. Britta Patkowski – October 31, 2019

The subject lands are within the Section 5 Assessment and Evaluation area, and is impacted by Alternative Routes S5-5 through S5-12. The potential alignment through this has a large footprint and would affect the socio-economic potential for the area as well as natural heritage.

Socio-Economic Impacts

As part of the Draft Plan Approved Subdivision, over 5,000,000 square feet of industrial development was approved within the Mayfield West (Phase 1) Employment Area which would result in hundreds of jobs to the Province of Ontario. Alternative Routes S5-5 through S5-12 would result in the loss of 118 acres (47.7 hectares) of draft plan approved Prestige Industrial land and roughly 2,300,000 square feet of building area. This loss would be detrimental to not only the landowner, but to the Town of Caledon and the Region of Peel and their employment forecasts going forward. Moreover, the government of the Province of Ontario has preached a “development- ready” platform for years. What message does it send to prospective owners, tenants, investors and businesses when zoned and draft approved lands are taken out of production by the Province?

In terms of value and cost to the Province, acquiring the HLRPI draft approved and zoned lands would be at least triple that of the agriculturally zoned lands on the west site of Heart Lake Road. Land value alone would make the preferred route the least cost effective option in this general area. As time progresses, the value of these lands will only increase and at a much faster and steeper rate than that of the agricultural lands.

Natural Environment Impacts

The Mayfield West Employment Lands contain many woodlands and wetlands that, if any one of Alignment Alternatives S5-9 through S5-12 were approved, would be entirely removed. It would be our opinion that further consultation should occur with the Town, Toronto and Region Conservation Authority (“TRCA”) as well as the Ministry of Natural Resources and Forestry (“MNRF”) regarding the impact of such removals. According to MNRF mapping, and confirmed through the subdivision process, there are 3 large parcels of Provincially Significant Woodlands in the immediate area of HLRPI and MRPI’s lands within the preferred route, two of which also include Provincially Significant Wetlands. All three areas are also designated ‘Protected Countryside’.

Having gone through the planning process for a Draft Plan of Subdivision, individual site plans, as well as a Development Agreement for watermain and sanitary sewer extensions, our applications faced many challenges surrounding the appropriate retention, buffering and mitigation to woodlands and the wetlands on the subject lands. Given the level of effort at the subdivision and site plan level that has gone into the protection of natural heritage features, it is our view that the complete elimination of entire woodlots and wetlands as a result of the technically preferred corridor is completely inappropriate. By removing what we know to be the Heartlake Gardens Woodlot and the Henry Wetland, the overland conveyance route from the TRCA woodlot to the north would also be significantly compromised. Based on our estimates a total loss of 12.16 hectares of woodlot/wetlands would result, within the HLRPI lands alone.

Given the technically preferred route significantly impacts development-ready employment lands, results in the removal of substantial natural heritage lands, and adversely affects the hydrologic function of other natural heritage lands, we are asking, again, that a route alternative to the west of Heart Lake Road, which would avoid all of the above, be further considered.

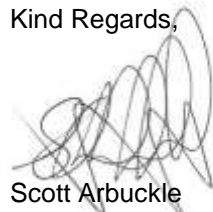
Moreover, there seems to be no thought of efficiency in the establishment of the technically preferred route – it literally slices right through the middle of the HLRPI lands leaving remnant, undevelopable strips on either side. Coupled to this, we understand from discussions with members of the Study Team at the last PIC (October 3, 2019) that the current corridor width is

Ms. Britta Patkowski – October 31, 2019

230 meters. This is to be refined to 170m in the final preferred option. Given both of the above, if it remains the Study Team's intent to continue to pursue a route option over the HLRPI lands, at a very minimum there should be serious consideration given at this time to rationalizing the route alignment, moving it as far east as possible and at the same time shrinking it to the bare minimum possible – 170m or less – so that the Town can salvage at least a portion of the key Heart Lake Road frontage for Prestige Industrial employment development.

The elimination of the significant woodlots, the impact to significant wetlands and the loss of prime employment lands from this area are serious concerns that should not be ignored through this EA. We hope that consideration will be given to what we have presented and that other options may be explored. We thank you for the opportunity to provide feedback and we look forward to your response and what changes can be made going forward.

Kind Regards,

A handwritten signature in dark ink, appearing to read 'Scott Arbuckle', is written over a light gray circular stamp or watermark.

Scott Arbuckle
Director | Office Lead
IBI Group

Cc: Mayor Allan Thompson (via email)
Don Darroch (via email)
Jim Dymont (via email)

MAYFIELD WEST EMPLOYMENT LANDS

For Illustrative
Purposes Only

- UNDER CONSTRUCTION
- GTA WEST REFINED STUDY AREA
- CONCEPTUAL INTERCHANGE FOOTPRINT
- BUILT & OCCUPIED
- EXISTING ROAD
- PHASE 2 PROPOSED ROAD
- WOODLOTS/ WETLANDS/ OPEN SPACE
- STORMWATER MANAGEMENT
- PROPOSED WATERMAIN

BUILDING AREAS (approximate)

HLRPI (Heart Lake Road Portfolio Inc.)

1,210,000 ft²
444,000 ft²
140,000 ft²
158,000 ft²

MRPI (Mayfield Road Portfolio Inc.)

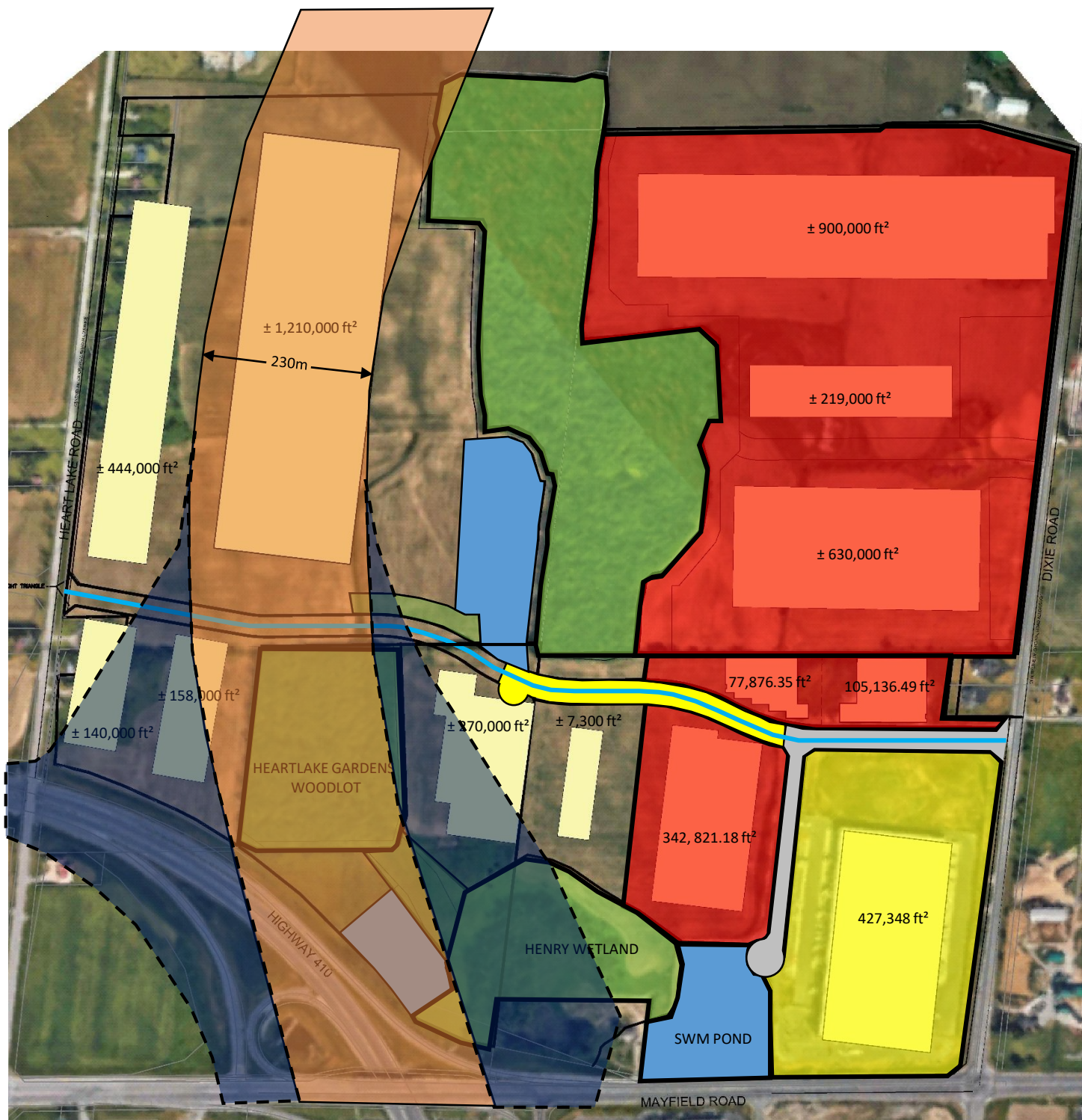
270,000 ft²
7,300 ft²
342,821.18 ft²
77,876.35 ft²
105,136.49 ft²
427,348 ft²

PROLOGIS

900,000 ft²
219,000 ft²
630,000 ft²

TOTAL BUILDING AREA (approximate)

± 4,932,000 ft²



Ministry of
Municipal Affairs
and Housing

Office of the Minister

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19-004273

November 12, 2019

Dear Head of Council:

Earlier this year, our government introduced *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* as part of the **More Homes, More Choice: Ontario's Housing Supply Action Plan** to increase housing supply, create more jobs, attract business investments and better align our infrastructure. Today, I am writing to provide further clarity on two specific provisions in *A Place to Grow* as your municipality undertakes its work to meet conformity with the growth plan by July 1, 2022. This clarity is with respect to the government's position on the municipal comprehensive review process and the policy permitting settlement area boundary expansions of up to 40-hectares outside of the municipal comprehensive review.

As you will recall, *A Place to Grow* provides municipalities with greater flexibility in local planning decision-making. Notably, *A Place to Grow* helps ensure intensification and density targets better reflect growth rates, local realities and market conditions; allows municipalities to make changes to their settlement area boundaries more quickly and easily, while continuing to provide protection for employment and agricultural lands as well as natural areas; and provides policies that direct intensification around transit to increase the supply of housing and jobs near transit hubs.

To ensure that we continue to meet our commitment to build more homes faster, our government has taken the position that municipalities may choose to take a phased approach to their municipal comprehensive review through *multiple* official plan amendments. We recognize that one size does not fit all and that the current and potential changes in provincial and regional planning frameworks can make it challenging to do planning in a timely, efficient, and effective manner. As such, providing municipalities with the choice of phasing their municipal comprehensive review or achieving conformity as part of one single new official plan or plan amendment is responsive to the needs of local communities.

In addition to the flexibility provided in the approach to the municipal comprehensive review, our government has also taken the position that, so long as they meet

applicable policies in *A Place to Grow*, there is no limit to how often a municipality can undertake the settlement boundary expansions of up to 40-hectares that take place outside of the municipal comprehensive review. The up to 40-hectare expansion, which can either be municipally or privately initiated, supports our government's growth management objectives of allowing communities to develop in ways that expand housing and economic opportunities while maintaining protections for our environmentally sensitive areas, including the Greenbelt, cultural heritage assets, and key employment and agricultural lands.

While there are several other requirements in *A Place to Grow* that support our increased housing supply objectives, I wanted to bring clarity to these two specific planning provisions given their immediate impact on getting supply online faster. These policies, along with policies that allow for employment area conversions that facilitate the introduction of residential uses, provide opportunities for local decision makers to put forward plans that address housing supply goals in a timely manner. By ensuring that municipalities do not have to wait until the next municipal comprehensive review to implement planning changes, our government aims to get shovels in the ground quicker and to have development happen sooner.

It is anticipated that additional information on the implementation of *A Place to Grow* will be forthcoming. In the interim, if you have any questions and/or concerns, please feel free to contact Cordelia Clarke Julien, Assistant Deputy Minister, Ontario Growth Secretariat at cordelia.clarkejulien@ontario.ca. Thank you for your time.

Sincerely,



Steve Clark

Minister

c: Stephen Hamilton, Senior Policy Advisor, Office of the Honourable Steve Clark,
Ministry of Municipal Affairs and Housing

Cordelia Clarke Julien, Assistant Deputy Minister, Ontario Growth Secretariat,
Ministry of Municipal Affairs and Housing

Marcia Wallace, Assistant Deputy Minister, Municipal Services Division,
Ministry of Municipal Affairs and Housing

Memorandum

Date: November 19, 2019

To: Members of Council

From: Sylvia Kirkwood, Manager of Policy & Sustainability
Marisa Williams, Project Manager Official Plan 2041

Subject: Official Plan 2041 Review – Project Update

The purpose of this memo is to provide Council with an update on the ongoing Official Plan 2041 Review project.

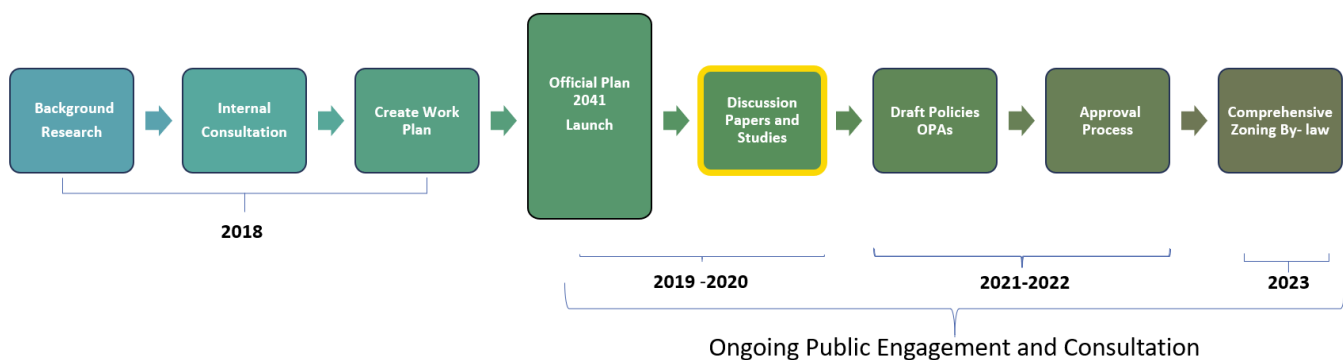
On March 5th, 2019, Council formally initiated the Town's Official Plan review process, under the *Planning Act*. The intent of this review is to bring the Town's Official Plan into conformity with provincial and regional plans and to provide for an overall comprehensive review of the document. The intent is to create a document that is streamlined, easier to read and more flexible in approach and one that will prepare the Town for growth to 2041 and beyond.

Over the last few months, staff have been working on completing background studies and discussion papers, participated in regional and provincial conformity work and completed a comprehensive engagement strategy and marketing campaign to support the Town's Official Plan. The following discussion will provide an outline of the work completed to date and identify next steps on the workplan and public engagement and outreach.

BACKGROUND

As the Town's primary planning document, the Official Plan (OP) sets out the goals, objectives and policies on how the Town will develop to 2041 and to possibly 2051 for employment land uses. The OP guides decisions about land use, development and growth – it also directs other key local policy areas such as transportation, aggregate resources, agriculture, housing, cultural heritage, climate change, natural resources, community well-being, etc.

In 2018, staff began working on the timeline and workplan for the Official Plan Review (OPR) process. At its March 5, 2019, a special meeting under the *Planning Act*, the OPR process was publicly initiated. The timeline below illustrates the key steps of the OPR and indicates where in the process we are to date. The anticipated completion of the OPR is 2022 and corresponds with the current term of Council, this would be in advance of the provincial requirements for completion of 2023.



Accompanying the workplan, staff developed a governance structure to manage the process and define roles and responsibilities and a project charter to guide the overall OPR process.

Part of the workplan was the development of the following five topic areas which focus the Town's work and align closely with the Region of Peel's Official Plan review topic areas:



Each of these focus areas includes all the requirements that need to be reviewed and updated to culminate in an OP that is new, modern and accessible and will guide land use for the next 20 to 30 years.

RECENT PROVINCIAL INITIATIVES

Over the past year the Province has released numerous updates and proposed changes to key provincial documents that affect the OPR process. In particular, the Province released a new growth plan called "A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. This plan outlines the process and requirements that are required to be undertaken to update official plans and to prepare for growth to 2041 and beyond. Some of the key initiatives and status of each undertaken by the Province are outlined below for reference:

Provincial Policy Statement

- September 17, 2019 Planning Committee Report 2019-0133: <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=6309>
- Key Proposed changes include:
 - Increase in the planning horizon from 20 to 25 years and increase in land supply from 10 to 12 years
 - Increased mix and supply of housing to achieve the goals of Ontario's Housing Supply Action Plan and Bill 108 and 2019 Growth Plan
 - Align affordable housing targets with Housing and Homelessness Plans

- Prioritization of intensification near transit stations and corridors
- Flexibility for communities without servicing to permit individual on-site servicing
- Maintain a 5-year supply of residential lands
- Municipalities can fast track priority applications
- Employment land conversions can now be considered outside of a comprehensive review, at the time of an Official Plan review
- Municipalities can plan beyond 25 years for the protection of employment areas

STATUS: Province closed commenting period on October 21, 2019. Awaiting further direction or release of a new PPS from the Province.

Aggregate Act Review

- October 22, 2019 Planning Committee Report 2019-0217: <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=6877>
- Proposed changes include:
 - Reducing duplication and inefficiencies in the application approval process
 - Protection of agricultural and water resources
 - Clarification on haul route determination
 - Reduce municipal zoning duplication
 - Enhanced reporting on rehabilitation

STATUS: Comments sent to Province on November 4, 2019. Awaiting final direction from Province on direction/next steps.

GTA West Transportation Corridor Route Planning and Environmental Assessment Study

- The Province resumed the GTA West Transportation Corridor Route Environmental Assessment (EA)
- The EA will identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor.
- The proposed route will include a 400 series highway, transitway and potential goods movement priority features. It will include a 110 m wide highway, 60m wide transitway for a total of 170m wide corridor. Utilities (20 m wide Hydro Corridor) to be considered under separate process but may run parallel to the GTA West corridor.
- A 2nd PIC was held in October. A number of boards were displayed and staff representing the province were available to answer questions: <https://www.gta-west.com/consultation/public-information-centres-and-community-workshops/>
- Technically Preferred Route: https://www.gta-west.com/wp-content/uploads/2019/09/Technically-Preferred-Route-Roll-Plan_Aerial-Photography.pdf
- Next steps include:
 - Province will hold meetings with Indigenous communities, Advisory Groups, and Regional Municipal Councils this fall
 - Spring 2020: Confirm Preferred Route and Focused Analysis Area, commence preliminary design of Preferred Route
 - 2020-2021: Develop Community Value Plans, additional meetings with stakeholders
 - Fall/Winter 2021: Present preliminary design of Preferred Route at next PIC
 - The anticipated submission of the final environmental assessment report in 2022

STATUS: Ministry of Transportation staff to attend Planning Committee on November 19, 2019 to present proposed plans. Town staff to prepare report and detailed comments on PIC #2 materials and preferred route alignment for Planning Committee on December 3, 2019.

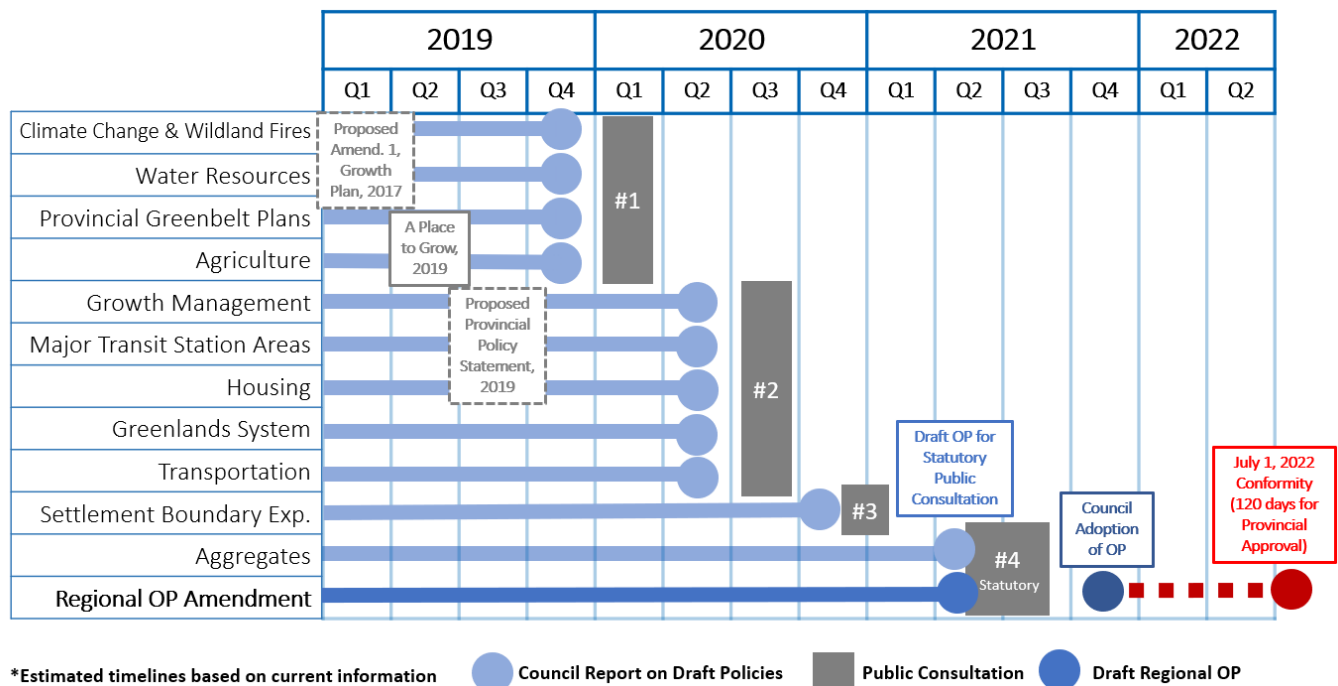
REGION OF PEEL – OFFICIAL PLAN REVIEW

The Peel 2041 Official Plan Review and Municipal Comprehensive Review (MCR) process is being undertaken to ensure consistency and conformity with provincial plans and policies under Section 26 of the *Planning Act*. The provincial deadline to achieve Regional Official Plan conformity by July 1, 2022. The Region's conformity exercise will need to be completed before the Town's Official Plan Amendment is approved, as many of the policies therein will need to be incorporated into the Caledon's Official Plan.

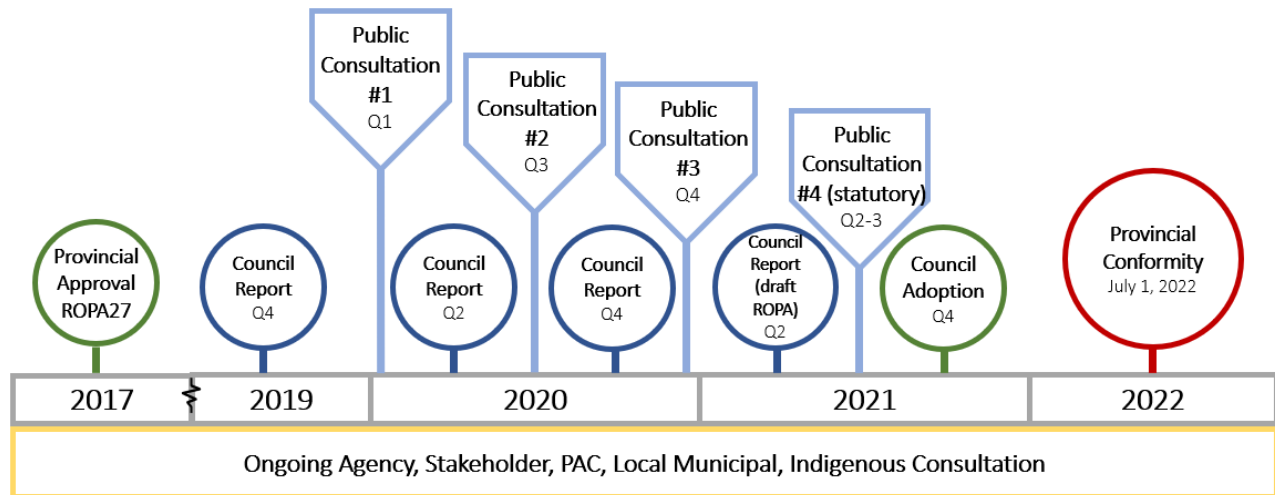
Regional staff recently updated their OPR work plan to allow for regular public consultation, meet study timelines and deliverables, adapt to anticipated provincial changes, and harmonize the overall Regional Official Plan look and feel. A final Peel 2041 Amendment and updated Regional Official Plan for Council adoption is anticipated by Q4 2021. The Province has 120 days to review and provide a decision before the July 1, 2022 conformity deadline.

At its September 26, 2019, Region of Peel Council meeting, the Peel 2041 OPR Status Update Report was received. Provided is a link to the report: <http://www.peelregion.ca/council/agendas/2019/2019-09-26-revised-rc-agenda.pdf#page=159>

The Region's work plan schedules draft policies to be brought forward to Council in four stages. The four stages will include three informal public consultations, and a final statutory consultation as prescribed by the *Planning Act*.



Below are the Region's targeted consultation timelines.



TOWN OF CALEDON OFFICIAL PLAN

Engagement and Branding

Town Staff have committed to developing an Official Plan that will guide land use for the next 20 to 30 years using a modern approach that is both cohesive and clear in its application. Creating an Official Plan that can achieve this will require a high level of community engagement throughout the process that will help build an understanding of the purpose of planning and build support for the vision that the Plan will ultimately put forward.

Due to the length and complexity of the project and the importance of ensuring that all stakeholders are able to fully participate staff decided that a creative and modern approach to engagement would assist in informing policy decisions. The Town retained the firms WSP and Letter M Marketing to develop a Marketing and Engagement Strategy.

The purpose of the Engagement Strategy is to provide staff and Council with strategies on engaging the public, stakeholders and agencies throughout the OPR process. The Strategy has been developed in accordance with the principles, tactics and processes of the International Association for Public Participation (IAP2). Public Engagement for the OPR will be divided into three stages:

Stage 1 – Informing

- Educating Stakeholders on the purpose of the OP and the OPR process will proceed
- Advising the public their role in informing the OPR process
- Visioning exercises will also serve as a basis to grow understanding of stakeholder needs and aspirations

Stage 2 – Data Collection

- Data collection through engagement to help understand public and stakeholder perspectives
- Consultation as part of various OPR studies

Stage 3 – Reporting

- Providing inputs into policy development
- Reports and Surveys to stakeholders will be used to draft policies for the new OP

The Marketing and Engagement Strategy work involved extensive interviews and best practice scans and a review of how we currently engage the public. The result of this work is a communication plan with key messaging and an extensive toolkit for implementing the various engagement tactics throughout the different stages of the OPR process.

To approach the OPR in an innovative and creative way, the second component was the creation of a *Marketing and Branding* strategy. The key deliverables of this work included developing an OPR brand, communications direction, and key messaging. This work will help staff and Council to engage with key stakeholders, residents and agencies to provide consistent messaging along with an identifiable brand.

Staff are pleased to announce the launch of the new Official Plan 2041 Review brand:



All future materials, background documents, promotional materials and social media campaigns will reference this new brand. The chevron element is a forward/future facing icon meant to represent moving forward, looking ahead and the five coloured components reflect the five focus areas of the OP:

- Growth, Settlement, Housing and Employment
- Transportation, Technology and Infrastructure
- Community Wellbeing
- Natural Resources and Aggregate
- Climate Change

Outreach

Digital Platform

The recommendations of the Engagement Strategy identified the need for an improved digital platform that would allow staff to share information on the OP and related supporting projects. A two-way platform that would allow stakeholders and the public to ask questions, share stories and ideas and for staff to ask questions and gather public feedback was needed.

Bang the Table (BTT) an Online Engagement Platform was identified that would be ideal for this purpose. This platform has been extensively used in other jurisdictions with much success.

The Town has retained this for our OPR to showcase the five (5) focus areas of work, provide a current update to these areas & workplans, timelines and a direct two-way link to Town staff.

The launch of BTT is targeted for December 2, 2019. The URL link to this platform will be:

<https://future.caledon.ca>

and will provide opportunities for the public and stakeholders to stay informed on project status and to provide comments as necessary.

Satellite Locations

Starting in December, Policy and Sustainability staff will be “out and about” by hosting a variety of outreach locations. Staff will be working out of libraries and community centres in each of the Wards to provide an opportunity for public and stakeholders to become more engaged by: asking questions, staff to become more aware of local matters specific areas of interest; and for staff to share and provide updates on projects, workplans & timing. Some of the locations include Inglewood, Margaret Dunn and Alton Libraries and the Firehall in Caledon East and CCRW in Bolton. Exact locations and timing for satellite locations will be posted on the new Bang the Table Platform (**<https://future.caledon.ca>**)

Pop-up events

Policy and Sustainability staff will be also be “out and about” at a variety of on-site locations and at various Town and community run events to inform stakeholders of the OPR process and to engage with them in-person. Locations and timing for pop-up events will be posted on the new Bang the Table Platform (**<https://future.caledon.ca>**)

Panel Discussions/Workshops/Speaker Series/Tours

In early 2020, staff will host several speaker series and panel discussions on topics of interest. Topics may include an Introduction to Planning, Housing – affordability, Employment – new trends, Agri-tourism, etc. Local site tours on areas of interest that pertain to future planning may also be arranged. More information on this will be posted on the new Bang the Table Platform (**<https://future.caledon.ca>**)

Caledon Community Advisory Team (CCAT)

To assist with specific stakeholder concerns, through the OPR process, a Caledon Community Advisory Team will be established comprised of local residents, business owners and stakeholders as part of the governance process. Ideally the Team of 8 to 10 stakeholders would meet regularly over the next 3 years. An open nomination process will be held in early 2020 through advertisement in the local newspapers and on the BTT platform. Details of the selection process will be provided in the

Social Media & Newsletters

Policy and Sustainability staff will be working in conjunction with Town Communication staff to commence a campaign of social media updates to keep stakeholders informed of the OPR process. Staff will be providing regular updates in either newsletters, media releases and Council updates.

Members of Council can assist this process by acting in the capacity of ambassadors, encouraging participation in engagement activities through their own networks and social media.

Background Studies and Discussion Papers

Studies Completed

Over the past year staff have completed several background papers and policy reviews that will assist in the updating of the official plan. Some of these studies have included the following:

Bolton Queen Street Corridor Study

The Bolton Queen Street Corridor Study examines recent transportation and infrastructure changes, which significantly altered traffic activity along the Queen Street/Highway 50 corridor in Bolton. The Study focused on identifying land use and design directions to promote active transportation (walking, accessible and cycling) and improve connectivity. Several key policy areas identified in the study include:

- Promote enhancement of the corridor as a "complete street"
- Identify future land uses that can thrive within such a modified landscape while accommodating changing demands for growth to 2041
- Accommodate and support future transit demands

In May 2019, a memorandum of the key findings of the study was provided to Council. The findings of this Study will contribute to the development of planning policy for areas of Bolton as part of the Caledon 2041 Official Plan Review.

Palgrave Estate Residential Community Policy Review

The Palgrave Estate Residential Community Policy Review examined current official plan policies to ensure policy conformity with provincial and regional policy frameworks. This policy review considered environmental constraints, servicing policies and broader community planning concerns. The conclusions of this review were presented in a discussion paper. Some topics addressed in the paper include:

- Initial geographic and historical development context regarding the Palgrave Estate Residential Community
- Summary of the relevant current policy and regulatory framework
- Key issues/opportunities and themes to be considered based on the background review and consultation

In June 2019, a memorandum of the key findings of the review was received by Council.

Preservation of Rural Character and Infill Study

The Preservation of Rural Character and Infill Study examined, and informed policy aimed toward providing direction on the infill of the Town's villages, hamlets and Caledon East. While identifying infill opportunities, the study's recommendations sought to preserve and protect the unique character of each community. Some topics addressed in the study include: monster homes, land-use compatibility, preservation, connectivity, vitality, community amenities and services.

A Directions Report outlined outcomes of this study and will provide the policy support for the Town's Official Plan Review process. In September 2019, a memorandum of the study's key findings was provided to Council.

Policy and Sustainability staff will continue to work on the completion of current studies that are underway such as the development of the first Aggregate Rehabilitation Plan near Caledon Village and the review of the Bolton Special Policy Area policies and to continue to support the background work being undertaken by the Region as part of the Municipal Comprehensive Review:

Studies Underway

Aggregate Rehabilitation Plan (RMP)

- An update was provided to Council at September 17, 2019 Planning Committee: <https://pub-caledon.escribemeetings.com/filestream.ashx?DocumentId=6323>
- It has been determined that Areas 5a and 6a of the Town is the study area for the initial RMP. Lands adjacent to Areas 5a and 6a will also be fully considered for opportunities to provide compatibility, linkages and connectivity for any future land uses and amenities
- A Draft RMP - Vision Plan was presented to area Councilors' October, 2019 and a further update will be presented to Planning Committee on December 3, 2019.
- The final RMP and Implementation Plan is expected in early 2020

Bolton Special Policy Area

- Staff is awaiting further direction from the Province regarding the Provincial "Special Advisor on Flooding" report and for the new Provincial Policy Statement
- A public meeting may be required should the province require substantial changes to the recommended policies arising from the Bolton Special Policy Area Study
- It is anticipated that an OPA will be brought forward to Council in 2020

Archaeological Master Plan and Duty to Consult

- Completion of this work targeting Q2 of 2020

Municipal Comprehensive Review – Region Background Studies/Town Involvement

- The Municipal Comprehensive Review process undertaken by the Region (as prescribed by the Province) requires specific studies to determine future Settlement Boundary Expansions within the Whitebelt area:
 - The Region of Peel has commenced a Subwatershed Study being undertaken by WOOD (Consultant) in early September 2019. Town staff are participating as part of the project's technical advisory team.
 - The purpose of the study is to identify the "most/least" preferred expansion areas from an environmental/ watershed planning perspective. The approach will be based on agreed upon technical criteria in order to provide technical recommendations to support the further refinement and selection of a recommended settlement area expansion boundary(s) within the focused study area(s).
 - The Region retained HEMSON to undertake an MCR Peer Review and Settlement Boundary Expansion Study in late fall, Town staff are participating as part of the project's technical team.
 - The purpose of the Settlement Area Boundary Expansion (SABE) Study, as informed through several technical input studies, will identify and recommend settlement boundary expansion areas in the Town of Caledon.

- The Province held Land Needs Assessment Methodology workshop with staff on October 11, 2019.
 - Region and Town staff will look at the Provincial Land Budget and expansions will be considered in accordance with the density targets identified by the Province.
 - The Town has retained WATSON & ASSOCIATES to assist in peer reviewing land needs methodology
 - The Land Budget exercise will determine population and employment numbers, along with associated densities for residential and employment land. Draft results are expected from the Region in early 2020.

Town staff will continue to participate in both the Subwatershed and Settlement Boundary and Land Needs Methodology review and ensure as appropriate any technical items are reviewed by peer review consultants or key technical staff. Planning Staff will bring forward updates to Council on these matters as required. Town and Region are collaborating on joint public meetings being held on these topics as needed

NEXT STEPS

Policy and Sustainability will be commencing the Engagement and Outreach work as noted above and will continue to work on the background studies and discussions currently underway. Over the next couple of months staff will initiate further crucial background work such as:

- Employment Study (Commercial/Industrial/Institutional) upon completion of the Economic Development (ED) Strategy
- A Multi Modal Transportation Plan Update – 2041
- Intensification Study Update – 2041
- Secondary Plan Consolidation & Updating

Memorandum

Date: November 19, 2019

To: Members of Council

From: Douglas McGlynn, Heritage | Urban Design Planner, Policy and Sustainability

Subject: 17923 Shaws Creek Road, (The Pinkney House)

Background

The property, 17923 Shaws Creek Road known as the Pinkney House, was placed on the Built Heritage Resource Inventory (BHRI) in 2008 and Council passed Resolution 345-2009 to list the Pinkney House as a non-designated property on the Town's Heritage Register in 2009.

An application was received by the Town from Lafarge for the demolition of the residence and barn buildings at 17923 Shaws Creek Road in August 2009. Subsequently, a heritage research report was written by Su Murdoch in September 2009 to evaluate the property for designation under s.29 of the *Ontario Heritage Act*, which guided the recommendations for designation of the property. There were numerous meetings through 2009 to 2012 between Town and Lafarge staff to find a resolution for designating the property at 17923 Shaws Creek Road.

In 2012 a pit extraction application was submitted to the Town by Lafarge that impacted the property at 17923 Shaws Creek Road. Further consultation between the Town and Lafarge did not result in a resolution to the designation of the Pinkney House. A further application for extraction was received by the Town from Lafarge in 2014 after which there was no further discussion on the file until 2016.

A Notice of Intention to Designate the Pinkney House at 17923 Shaws Creek Road was supported by Council in September of 2016 (Staff Report 2016-98), which was subsequently appealed by Lafarge. The Town then forwarded the appeal to the Conservation Review Board (CRB) in October 2016. The Town and Lafarge strived to come to an agreement surrounding the Pinkney House with subsequent deferrals to the CRB. Communication continued and in late 2018 and early 2019 steps were made to bring the appeal process to a satisfactory conclusion.

In a meeting between the Town and Lafarge discussions continued for the designation of the property, the associated lands, the heritage by-law, and a Conservation Easement Agreement (CEA). The CEA was proposed to promote continued maintenance of the property and allow staff access to the building to document the state of repair. The Town proposed a settlement which included a specified area of land surrounding the building and the CEA on April 23rd, 2019 contained in a closed Staff Report 2019-16 at the Planning Committee Meeting.

Lafarge submitted an offer on April 29th which excluded the CEA. Following Lafarge's rejection of the Town's without prejudice offer to settle in May, the Conservation Review Board scheduled a Prehearing Conference of the matter via teleconference for August 8, 2019

Outcome

August 8, 2019 – Prehearing Conference #1

Two options came out of the Pre-hearing Conference: Option 1 would allow the Town to pursue full designation of the property with the hope that a condition assessment of the property would be provided, and Option 2 would allow the Town to settle on a reduced parcel and avoid further pre-hearings/hearings on merit. The Town pursued Option 1 in an attempt to derive a condition assessment of the property to create a baseline for maintenance. Lafarge did not provide any information concerning the maintenance of the building therefore during that teleconference, the Board directed Lafarge and the Town to have further discussions before delineating an issues list in preparation for a hearing. A second Pre-hearing was established for October 22nd, 2019.

October 22, 2019 – Prehearing Conference #2

A subsequent Prehearing Conference via telephone was held October 22, 2019. Lafarge indicated to the Board that they had no issues with the designation as presented in the Notice of Intention to Designate and therefore Lafarge would withdraw their appeal of the designation. However, Lafarge were also not open to discussing any type of assessment or maintenance of the property as part of the resolution. Town's Legal Counsel received the letter of withdrawal of appeal from Lafarge on October 22nd, 2019, see Schedule A to this memo.

There are two important outcomes from this decision that will impact the property's future as they relate to the maintenance and development applications.

Should Lafarge submit an application for the development of the property then the property will be required to undergo a Heritage review. A Heritage Impact Assessment would be requested to evaluate the proposed extraction limits of the proposed pit in relation to the house and an R-Plan would be created to help delineate the property boundary that would be appropriate to the contextual and associative attributes that define the heritage designation.

Any issues to the property itself related to the exterior of the building can be enforced by Property Standards if needed.

Subsequently, the Town is now moving ahead with the designation Bylaw for the property known as 17923 Shaws Creek Road, the Pinkney House, and a By-law is before Council for ratification.

Schedule A: Notice of Withdrawal (Lafarge)

Schedule B: Orthographic Map of 17923 Shaws Creek Road

Schedule C: Images of 17923 Shaws Creek Road (2019)



October 22, 2019

DELIVERED VIA COURIER Corporation of the Town of Caledon Town Hall 6311 Old Church Road Caledon, ON L7C 1J6 Attention: Town Clerk	DELIVERED VIA COURIER AND EMAIL (Conservation.Review.Board@ontario.ca) Conservation Review Board Tribunals Ontario – Environment and Land Division 655 Bay Street, Suite 1500 Toronto, ON M5G 1E5 Attention: Paul De Medeiros, Case Coordinator
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Dear Sirs/Madames:

RE: Withdrawal of Objection to the proposed heritage designation under Section 29 of the Ontario Heritage Act of the property municipally known as 17923 Shaws Creek Road, Caledon, ON and legally described as Part of Lot 13, Concession 5 WHS (Caledon), as in R01151666, except Part 1, Plan 43R-22194, Town of Caledon, in the Region Municipality of Peel, being PIN 14272-0038(LT) (the "Property")

Lafarge Canada Inc. hereby withdraws its Objection to the above-noted proposed heritage designation of the Property, which Objection was dated and delivered to the Town of Caledon on October 12, 2016.

Yours truly,

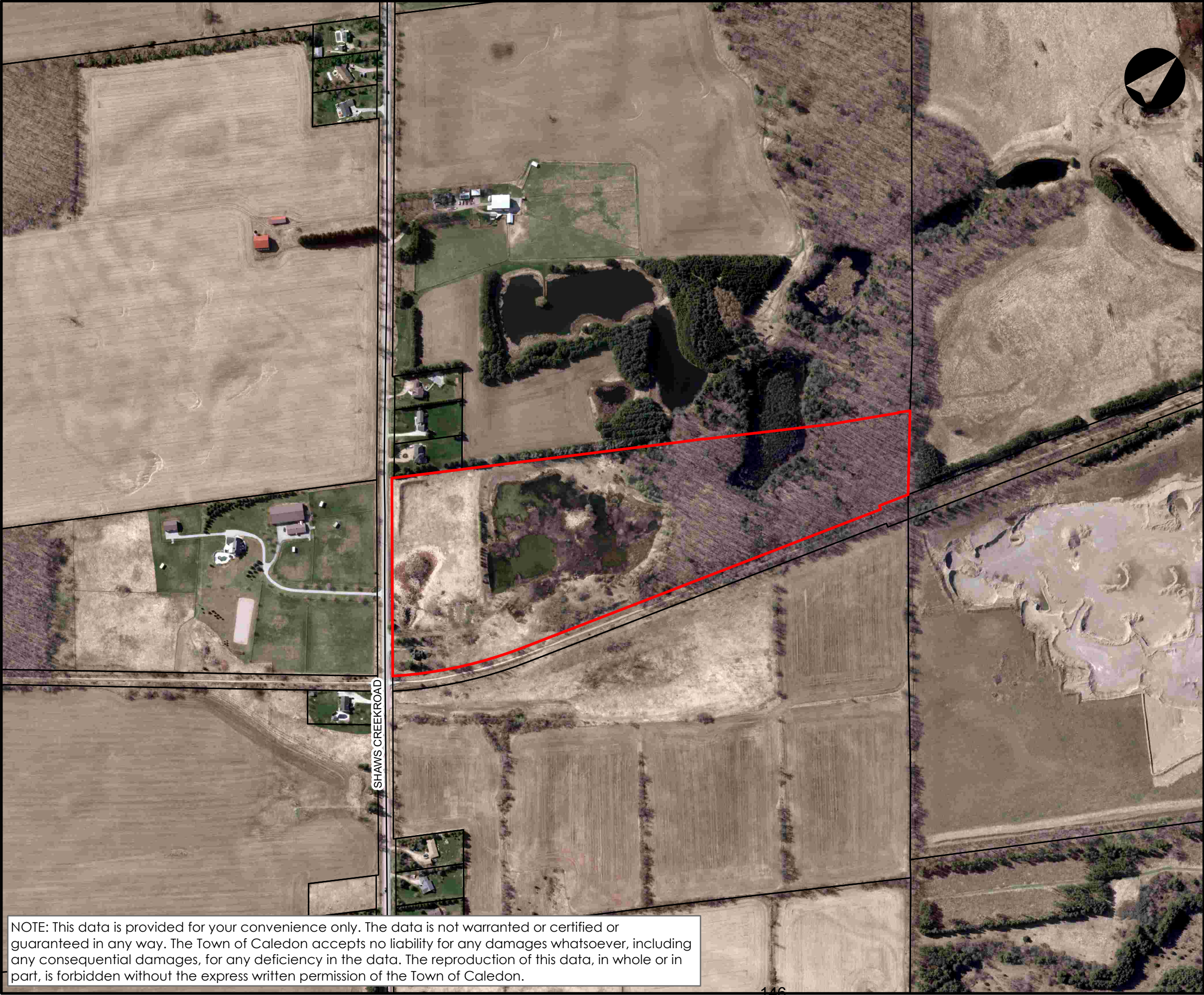
Lafarge Canada Inc.

Per: 
Chris McGuckin
Land Director, Eastern Canada

Encl.

cc: Alana Vandervoort, Assistant Town Solicitor, via email: Alana.Vandervoort@caledon.ca

LAFARGE CANADA INC.
6509 Airport Road, Mississauga, ON L4V 1S7
Telephone: 905-212-4793 Facsimile: 905-629-5433



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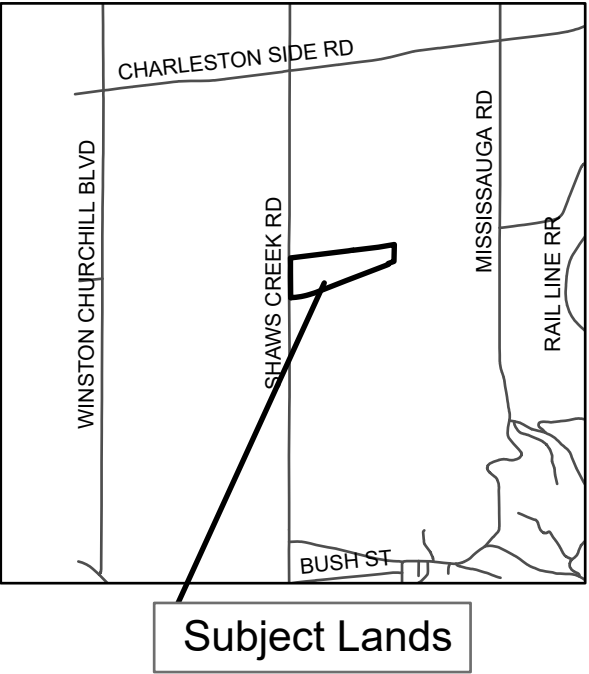
Schedule A

17923 Shaws Creek Road
CON 5 WHS PT W LOT 13
Town of Caledon
Regional Municipality of Peel

Legend

 Subject Property

Key Map



Date: October 7, 2019

