



Monday March 25<sup>th</sup>

To be attached as correspondence to the Memorandum 12.1.3 as listed on the agenda for the Council Meeting of March 26<sup>th</sup> 2024

In the 2018 Official Plan, the Town states they shall promote monitoring of individual and cumulative effects of the transportation system on ecosystems, including the effects of salts and toxic residues. Item 5.9.5.11.3

Question: Did the Town promote monitoring or did they actually do it? Given the proximity of residents to Hwy 10 traffic, heavy trucks, salt, air particulate from various sources including aggregate.

As stated in the 2018 OP "5.11.2.5.3 The identification of roads upon which haul routes shall be located in Section 5.11.2.5.1 shall be reviewed and updated as necessary by the Town of Caledon. As part of this review, the Town of Caledon will work with adjacent municipalities and the Region of Peel to minimize impacts from traffic from outside of the Town of Caledon."

Question: Did the Town in fact review haul routes? Since 2018 did the impact of increased traffic including heavy vehicles become clear enough that discussions were held with adjacent municipalities and the Region? Or was Caledon Village ignored?

As stated in the 2018 OP "5.11.2.5.4 Generally, any improvements required to a public road due to a new or expanded pit or quarry shall not be at public expense."

Question: Did the Town of Caledon at anytime enter into discussion with the aggregate industry, OSSGA or the Province about the abysmal aggregate tax levy? If not, then how are road improvements not on the backs of residents?

In the proposed 2024 Official Plan it is stated that:

"The Town also recognizes the dominant role that trucks play in the movement of goods and supporting the local and regional economy. The Town will continue to work with the Region, the Province and neighbouring municipalities to plan and implement a strategic goods movement network that minimizes impacts on Caledon's roads, residential neighbourhoods and financial resources". This statement would lead residents to believe that, as stated in the 2018 OP that indeed there was some kind of discussion.

Question: What is the goods movement network? Where is it?

The 2024 OP states that “develop a transportation system that minimizes the impact of heavy truck and commuter traffic on residential areas”

Question: Where?

As stated in the 2024 OP 11.6.4 The Highway 413 Transportation Corridor, as shown on Schedule C1, Town-wide Transportation Network, is recognized as a key trucking and goods movement route supporting planned employment lands within southern Caledon and providing connectivity to the Provincial highway system. The Town will encourage the Province to undertake highway improvements in a timely fashion, particularly the implementation of the Highway 413 Transportation Corridor.

Question: From the point of view of Caledon Village, any major Hwy construction increases the need of local resources thus condemning Caledon Village to even more heavy haulers, thus increasing air pollution, noise pollution and the possibility of more death on Hwy 10. How does the Town of Caledon condone increased health dangers with goods movement? How does the 2024 OP help residents of Caledon reduce the dangers? Is that in the OP?

As stated in the 2024 OP “11.9.1 Railways operate under the jurisdiction of the Government of Canada to provide freight and passenger rail service. The Town recognizes the importance of rail infrastructure for its role in supporting long-term economic growth and regional connectivity”

Question: Does the Town via the OP really recognize the importance of rail infrastructure? Has the Town reached out to the Federal Government to see how connectivity could be reinstated instead of selling off rail trail lands?

As stated in the 2024 OP “Salt management plans will set out mitigation measures to minimize and reduce the use of salt including but not limited to the design of parking lots, roadways and sidewalks to avoid ponding of water, and directing stormwater discharge outside of vulnerable area where possible”

Question: Since the widening of Hwy 10 to four lanes, there has been a significant increase in the amount of salt that is used, that has been plowed off the Hwy onto the sidewalk then plowed again onto private land that is well below grade thus running off on to the property and in some instances into private wells. Will the Town of Caledon address that for residents in Caledon Village?

As stated in the 2024 OP “protect the Town's Prime Agricultural Area from fragmentation, development and non-agricultural land uses, including site alteration and fill activities that are not consistent with normal farming practices, and which distort the natural landform character of the agricultural area”

Question: Is this a serious statement? Given the leap frogging of sprawl development and in the case of Caledon Village fragmented aggregate, how does the Town really plan to protect Prime Agricultural?

As stated in the 2024 OP “Specific Village and Hamlet Policies i) In addition to the applicable policies of the Growth Plan and this Plan, Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta are designated as Minor Urban Centres as shown on Schedules B3b Land Use Designations, Niagara Escarpment Plan and any proposed expansion of these Minor Urban Centres will occur in accordance with the Niagara Escarpment Plan and the Niagara Escarpment Planning and Development Act”.

Question: I do not see where Alton and Caledon Village are designated, what is their designation?

In conclusion, looking at the previous OP and attempting to compare to the proposed OP, it is my conclusion that there are a lot of oxymorons, inconsistency and lack of understanding to what is really happening in Caledon. Given that I live in Caledon Village, this conclusion is based on the fact that I have been told that there will be some kind of study done in our village to improve the esthetics. If I may be so bold, esthetics is one thing, creating a safe environment is of far more importance and to this date, we have been overlooked and there isn't much in this OP that would say that you have our health and safety on the front burner. Residents have identified such concerns as having a Pedestrian plan, the need to replace the pool (not necessarily in the centre of the Village) but make it an Aquatic rehabilitation Centre, for institutional use, hospital therapies, design the programs for water safety for children and seniors health. Decisions do come after consultation, either with the Region, the Province or even the Federal Govt, but at this point any previous discussions with residents of Caledon Village have indeed been ignored. I would suggest that status change.

Caledon Village looks forward to discussing its future with Town of Caledon Council, staff, the Region of Peel, The Provincial Government and other resources that can appreciate what we are faced with.

Kate Hepworth

President Caledon Village Association