

**Agency Comment Response Matrix**

#	Agency Summary Comments	Response	Comment addressed as part of final Zoning By-law for Council approval	Comment to be addressed through related planning applications
<b>Region of Peel</b>				
<b>Area A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b> <b>A9</b> <b>A11</b>	<p>The Region advises that through the Region of Peel Official Plan (ROP) the subject lands were brought into the Regional Urban Boundary and identified as 2051 New Urban Area or are part of the Bolton Expansion Area or are in the Mayfield West Secondary Plan. They indicate that the ROP requires certain matters to be addressed prior to approving secondary plans. They indicate that while in their opinion the Zoning By-law Amendments do not conform to the ROP, they will work closely with the Town and other stakeholders to address conformity matters. They then indicate that the Town’s Growth Management and Phasing Plan is not finalized; that “a significant concern of the Region’s is that there is insufficient capacity in the Regional water and wastewater systems (from our plants to more local mains)” and the status of the lands vis a vis the Town’s Housing Pledge.</p> <p>In addition, some areas in Areas 4, 5 and 11 related to the proposed route of</p>	<p>The subject lands as noted are in the Regional Urban Boundary or the Bolton Expansion Area and are designated for development in the Region’s Official Plan and in the Town’s New Official Plan. In accordance with Subsection 24(2) of the <i>Planning Act</i>, R.S.O, c.P.13, Council may pass a By-law that does not conform to the in force Official Plan provided that the By-law will conform to an adopted Official Plan or plan amendment, once it comes into effect. Similarly, no development can occur without servicing availability. A revised holding zone is proposed in the By-laws to be submitted to Council for adoption (Zoning By-law Amendments (ZBAs) for adoption) that will clarify the conditions for lifting the holding zone. In addition, the ZBAs for Areas A4, A5 and A11 have corrected the boundaries of the lands in the New Urban Area.</p>	<p>Yes</p>	

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	Highway 413 are identified as being outside the 2051 New Urban Area boundary.			
Specific comments on the bylaw are then provided:				
<b>Area A1 A4 A5 A11</b>	The only area to be rezoned is in the 2051 New Urban Area limits.	The zoning schedules have been adjusted to address this matter.	Yes	
<b>Area A1 A2 A3 A4 A5 A6 A7 A8 A9 A11</b>	Requests that the area in the EPA1 be expanded including a wetland at 1850 Mayfield Road but acknowledges that ability of the EPA1 Zone to be refined without an amendment to the Bylaw based on additional studies.	The area of the EPA 1 has been refined including the addition of the wetland at 1850 Mayfield Road in the ZBAs for adoption.	Yes	
<b>Area A1 A2 A3 A4 A5 A6 A7 A8 A9</b>	Bylaw should include a minimum density of 67.5 residents and jobs combined per hectare. In addition, in Area A6 there is a Primary Major Transit Station Area which requires a minimum density of 150 residents and jobs combined per hectare.	Density is more appropriately established in a Secondary Plan and implemented through the plans of subdivision.	No	Yes

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<b>A11</b>				
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b> <b>A9</b> <b>A11</b> <b>A12</b>	<p>Region supports a broad array of housing types and tenure but does not believe it is “best practice to isolate housing tenure in such a way as the definition of “Non-Market Housing”. The Region “would encourage the Town to look at the types of housing permitted (i.e. apartment building detached dwelling, townhouse dwelling, etc.) and define these unit types in that manner instead. Should the Town continue to define and permit this use, zone standards (ie. setbacks, building height, etc.) should be incorporated into the By-law for this use.”</p>	<p>Non-market housing can be provided through any form or housing typology and will therefore follow the standards applicable to these typologies. The approach suggested by the Region seems to assume lower standards for non-market housing. Such housing should not have any different standards than market housing.</p> <p>Non-Market Housing has been defined and is provided for in residential zones. The intent is to ensure that the zoning is permissive for this type of housing and that zoning is not a barrier. Where non-market housing was not included in the first draft of the by-laws, it has now been added to all.</p>	Yes	
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b>	<p>The Region encourages the Town to permit a variety of housing. An example given is back-to-back stacked townhouses.</p>	<p>A wide variety of housing is proposed including back-to-back and stacked housing townhouses. Combined back-to-back/stacked town houses are permitted wherever stacked townhouses are permitted. Multiplexes have been added as permitted uses in the Area A3 RM and R2 Zones, and Areas A5 and A8, and A11, RM-X or RMD-X Zones. Provisions for</p>	Yes	

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<b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>		Additional Residential Units (ARUs) have been added to all by-laws where these permissions may not have been included in the first draft to ensure consistency.		
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b> <b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>	Day Nursery and Private Home Day Cares are not permitted uses in a Live-Work Unit within the RMD-AAA-DDD and RMD-X zones. The Region encourages adding this use.	These uses have been added as permitted uses in Live-Work Units in ZBAs for adoption where appropriate.	Yes	
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b> <b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>	Requests that a minimum of 6 metres be required for private road/streets or lanes to facilitate waste pickup.	Right of way widths are more appropriately determined through a Draft Plan of Subdivision and/or Site Plan Application. The Town will ensure that the Region's concerns will be addressed through these processes.	Not applicable	Yes

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<b>A1</b>	Notes that Mayfield Road is a Regional Road and that commercial uses will need to adhere to the Region's controlled access bylaw.	Noted.	Not applicable	Yes
<b>A1</b>	Access road is required through the lands at the north-west corner of Creditview and Mayfield Road to the Alloa Reservoir. Region would like confirmation of this from the Town or an amendment to the By-law to ensure its permitted.	Please note that zoning does not regulate access. Access matters will be considered through the applicable <i>Planning Act</i> application.	Not applicable	Yes
<b>Area A1 A2 A3 A4 A5 A6 A7 A8 A9 A10 A11 A12</b>	Requests a very detailed set of holding provisions with 10-12 sections which would apply to all the zones including the EPA zone. The holding provisions set out not only specific approvals but also the content of those approvals. For instance, a Secondary Plan which includes among other matters an Agricultural Impact Assessment prepared in accordance with ROP Policy 5.6.20.14.17 and a Community Energy and Emissions Reduction Plan as well as a Climate Adaptation Plan both prepared in accordance with POP Policy 5.6.20.14.17 and a detailed Subwatershed Study prepared in	Revised holding zones are proposed in the ZBAs for adoption to clarify the intent and also to reflect specific circumstances applicable to several of the areas (i.e. A10). The holding zone(s) proposed by the Region repeats the requirements of the Region and Town Official Plans. Any development is required to conform to those documents, and it is unnecessary to repeat the requirements in the holding zone. In addition, it may lead to a requirement being overlooked if the holding zone is interpreted as being the only requirements that need to be met before development is permitted.	Yes	

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	accordance with ROP Policy 5.6.20.14.17.			
The following advisory comments are offered:				
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>Area</b> <b>A8</b> <b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>	There are a number of parking standards being amended and there do not appear to be parking rates for Non-Market Housing or Multiplex. With these changes and limited public transit, the Region is concerned that parking will overflow onto neighbouring roads. They point out that no on street parking is permitted on Regional Roads.	Parking rates for Non- Market Housing or Multiplexes would be based on the typology constructed. Regulations have been revised to ensure that sufficient parking is provided in the ZBAs for adoption.	Yes	
<b>Area</b> <b>A1</b> <b>A2</b> <b>A4</b> <b>A5</b> <b>A11</b>	The Schedule shows part of the GTA West Corridor being rezoned. Planning legislation requires that transportation corridors to be protected. The Town should be consulting with the Ministry of Transportation (MTO).	A holding zone is proposed which requires clearance from MTO before development is permitted. This approach has been implemented previously and accepted by MTO.	Yes	
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b>	The Bylaw greatly reduces the amount of permeable surfaces and permits the lots to be covered in hard surfaces. This may result in an increase in surface water runoff. This is not permitted to discharge to Regional roads.	Achievement of the density of development established in the Regional Plan requires denser forms of development which will be taken into consideration through the background studies required prior to development. The prohibition on discharge to Regional	Not applicable at this stage	Yes

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<b>A7</b> <b>A9</b> <b>A10</b> <b>A12</b>		roads is recognized and will be reflected in the background work.		
<b>Area A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b> <b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>	Identifies risk that further amendments or minor variance may be required.	Noted.	Yes	
<b>Area A2</b>	The Region advises that the Official Plan Amendment application for the lands is under appeal by the landowners. Work is progressing on the application on a Confidential and Without Prejudice basis. The most recent Regional comment letter submitted prior to the appeal is included. Regional interests in the application have not been addressed. The comments therefore are provided on a Without Prejudice Basis.	Context of the comments is noted.	Yes	

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<b>Area A3</b>	The lands subject to this Zoning By-law amendment are also subject to another proposed Strong Mayor Power Zoning By-law amendment for Area 12 (Columbus Square). The bylaws should be amended accordingly so there is no conflict.	The zoning amendments for Areas 3 and 12 have been modified to correct this issue in the ZBAs for adoption.	Yes	
<b>Area A3</b>	The first “AND WHEREAS” clause requires a legal description be inserted.	Due to the length and complexity of the legal description as noted in the “AND WHEREAS” clause, the legal description is found in the attached Schedule A to the By-law.	Yes	
<b>Area A3 A4 A5 A7 A8 A11</b>	In Paragraph 2 of the By-law, the zones referenced (being the current zoning) are incorrect and should be revised. Also, the zones referenced being the proposed changes should be listed in full with the holding provisions – not all zones are currently captured.	These modifications have been made in the ZBAs for adoption.	Yes	
<b>Area A4 A7</b>	There is a discrepancy between the uses in the EPA1-XX Zone and the standards in the same zone. The standards refer to elements associated with residential uses (swimming pools, porches, deck and garages etc).	Standards have been revised in the ZBA for adoption.	Yes	
<b>Area A4 A7</b>	The permitted uses have a number of uses not defined in accordance with the Town’s zoning Bylaw. Please clarify by amending the uses, using the existing defined terms in the Bylaw or	Permitted uses have been revised in the ZBA for adoption.	Yes	

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	creating additional definitions. They mention in particular commercial uses being an issue as its so general and could include industrial uses.			
<b>Area A4</b>	The proposed by-law is located south of the Brampton-Caledon Airport. Certain land uses and building heights may impact the operation of the airport. The Region is aware that in the past the Airport has consulted and provided comments on applications within the Mayfield West Phase 2 Secondary Plan Area. The Town should be consulting with the Airport on this application.	The airport has submitted comments and the appropriate modifications have been made to address their concerns in the ZBA for adoption.	Yes	
<b>Area A5</b>	Paragraph 4 of the By-law appears to duplicate Paragraph 3 and should be deleted.	The correction has been made in the ZBA for adoption.	Yes	
<b>Area A6</b>	A portion of the Zoning By-law Amendment will rezone a portion of the lands subject to a Ministerial Zoning Order (O.Reg. 171/21) (MZO). There are uses in the MZO which are not permitted in the Zoning Bylaw and the MZO identified a minimum density which is proposed to be removed.	The ZBA for adoption incorporates the permitted uses in the MZO. However, as noted above density is more appropriately established in a Secondary Plan and implemented through the plans of subdivision or site plan approval. A revised holding zone is proposed in the ZBAs for adoption that will clarify the conditions for lifting the holding zone including a secondary plan.	Yes	
<b>Area A6</b>	Paragraph 4 zones references are incorrect and should be revised. All the	Corrections have been made to ZBA for adoption.	Yes	

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	zones listed should be listed in full with holding zones.			
<b>Area A6</b>	The subject lands are located in close proximity to existing industrial activity. Conflicts between these uses may exist. Have D-6 Guidelines been addressed. This may impact functionality, setbacks etc. of the industrial/residential land uses.	This matter will be addressed through the secondary plan including the need to balance this with the direction for increased density. The holding zone in the ZBA for adoption addresses this issue by requiring a secondary plan.	Yes	
<b>Area A9</b>	The subject lands are adjacent to Highway 410 and therefore the Town should be consulting with the Ministry of Transportation on this topic.	The ZBA for adoption establishes a holding zone for the subject lands which require clearances from agencies.	Yes	
<b>Area A10</b>	The rezoning is considered premature without an Official Plan Amendment.	The ZBA for adoption establishes a holding zone for the subject lands which require approval of a secondary plan or official plan amendment.	Yes	
<b>Area A10</b>	Paragraphs 1, 2 and 3 require some editing to clarify	The ZBA for adoption addresses these clarifications.	Yes	
<b>Area A10</b>	The lands are located in an area of industrial activity. Conflicts between the uses may exist. Have the D-6 compatibility and the NPC-300 Environmental Noise Guidelines been addressed.	A holding zone has been added to the ZBA for adoption to address this matter.	Yes	
<b>Area A12</b>	This development is considered premature without an Official Plan Amendment although the lands are in the Bolton North Hill Commercial Area in the Bolton Land Use Plan.	The ZBA for adoption establishes a holding zone for the subject lands which require approval of a secondary plan.	Yes	

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<b>Area A12</b>	The Region seeks confirmation as to whether ZBA RZ 2022-0001 will continue to be processed or whether the file will be closed.	This application is anticipated to be withdrawn.	Yes	
<b>Minister of Municipal Affairs and Housing (MMAH)</b>				
<b>Area A1 A2 A4 A5 A11</b>	MMAH has identified that 6 of the 12 proposed Zoning By-law Amendments are within the Focused Analysis Area of Highway 413 Transportation Corridor and the Narrowed Area of Interest of the Northwest GTA Transmission Identification Study. This includes A1, A2, A4, A5 and, A11	A holding provision has been added to by-laws for A1, A2, A4, A5, A11 and A9 to defer development approval in the Focused Analysis Area of Highway 413 and the Northwest GTA Transmission Identification Study - Narrowed Area of Interest as applicable until appropriate clearances are received in response to the comments from the MMAH and a letter from the Ministry of Transportation dated May 22, 2024 which indicated that the Town can continue to process development applications while ensuring that planned infrastructure corridors are protected. In similar situation in Caledon, it was agreed that a Holding provision could be added to the zoning bylaw to resolve this concern.	Yes	
<b>Area A9</b>	Area 9 is within the Focused Analysis Area only.			
<b>Credit Valley Conservation Authority (CVC)</b>				
<b>Area A1</b>	The CVC notes that the only proposal in their watershed is the southern part of Area A1. They are familiar with the area due to a recent pre-consultation application. In addition, they have been working with the current owner of 1850 Mayfield Road on the resolution of	The EPA1 Zone can be refined without an amendment to the Bylaw based on additional studies. However, the area of the EPA 1 Zone in Area 1 has been refined including the addition of the wetland at 1850 Mayfield Road in the	Yes	

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	unauthorized works. The CVC recommend that the Town allow the opportunity for future zoning adjustments as necessary to address any remaining items related to the Natural Heritage System, while proceeding with the general intent of residential development in principle.	revised zoning by-law amendments based on input from the CVC and the TRCA.		
<b>Toronto and Region Conservation Authority (TRCA)</b>				
<b>Area A1</b> <b>A3</b> <b>A5</b> <b>A7</b> <b>A9</b> <b>A11</b>	TRCA has reviewed the zoning schedules and offers input based on information available to staff based on approximate flooding, erosion and wetland limit mapping. Their comments identify areas where additional features may need to be identified or the TRCA are unsure of the extent of the flood plain areas.	The Subject Lands are subject to additional detailed studies through the Secondary Plan process. The zoning bylaws recognize the need for additional work and apply a holding zone which cannot be lifted until such studies are carried out. The holding zone also provides the flexibility to adjust the zoning as required to reflect the results of this work.	Yes	
<b>Area A2</b> <b>A6</b>	These areas have detailed feature/hazard mapping produced through Secondary Plan processes which should be used to inform the zoning schedules.	The EPA zones are reported to be consistent with the mapping agreed to by the TRCA through the secondary plan processes, including staked boundaries and approved buffers. The zone schedules include wording that recognizes that the EPA zones may be further refined through other processes and the holding provision gives further weight to the finalization of EPA zones	No	Yes

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		through plan of subdivision or site plan (as applicable).		
<b>Area A9</b>	Schedule A9 has detailed feature/hazard mapping and there are still significant issues to be resolved through the on-going secondary plan process.	The EPA zone is reported to be consistent with the mapping agreed to by the TRCA during the secondary plan process. The A9 zoning bylaw recognizes the need for additional work and applies a holding zone which cannot be lifted until such studies are carried out. The holding zone also provides the flexibility to adjust the zoning as required to reflect the results of this work.	Yes	
<b>Area A10 A12</b>	These areas are located outside the TRCA's regulated area.	No changes required.	Yes	
<b>Dufferin – Peel District School Board</b>				
<b>Area A1 A2 A3 A4 A5 A6 A7 A8 A9 A10 A11</b>	Schools should be permitted in all zone categories with no zoning provisions given that schools cannot be determined at this time. Currently schools are not reflected consistently throughout the various applications as noted below.	Modifications have been made to the zoning bylaws as outlined in the following to address the area specific comments of the Board.	Yes	

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<b>A12</b>				
<b>Area A1 A5 A8 A10 A11 A12</b>	Applicable zones permit a school with institutional or no zoning provisions or the Board has identified no concerns with the zoning.	No change required.	Yes	
<b>Area A2 A6</b>	By-law permits a school within Building, Mixed Use zoning provisions, but concerns with need for internal garbage storage requirement and related costs.	By-laws modified to address Board's concern. Garbage storage dealt with at site plan stage.	Yes	Yes
<b>Area A3</b>	R2 and RM Zones do not permit a school.	Pursuant to Section 4.33 of the Town's Zoning By-law 2006-50, as amended, a School is considered a public use and permitted in any zone except EPA1 and EPA2.	Yes	
<b>Area A4 A7</b>	Proposed parking is high for school requests current requirement.	By-law modified to address Board's concern.	Yes	
<b>Area A9</b>	RMD-AAA-HDD does not permit a school. RMD-CCC-DD allows a school but has a very small area and fronts on arterial road which is not appropriate for a school	By-law modified to address Board's concern. Pursuant to Section 4.33 of the Town's Zoning By-law 2006-50, as amended, a School is considered a public use and permitted in any zone except EPA1 and EPA2.	Yes	
<b>Peel District School Board</b>				
<b>Area A1</b>	Schools should be permitted in all zones (excluding industrial) with no	Schools are a permitted use under the <i>public uses</i> section of the General	Yes	

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A2 A3 A4	zoning provisions given that precise locations cannot be determined at this time.	Provisions and as such are permitted in all zones except EPA zones in accordance with Section 4.33 of By-law 2006-50.		
A5 A6 A7 A8 A9 A10 A11 A12	The number of schools will be determined at a later date through secondary plans.	Noted		Yes
<b>Brampton Flying Club</b>				
Area A4	<p>The Brampton Airport is located less than 1,300 m northwest of the land being considered for development and we are very concerned that the subject application proposes to permit Apartment Dwellings up to 80.0 m high (excluding rooftop mechanical equipment). Buildings of that height within A4 are an aeronautical obstruction and will conflict with arrival and departure airport operations on runways 33 and 15 respectively.</p> <p>Within A4 the maximum building height compatible with the AZR would be on the order of 55 m (TBC, based on Google Earth). As such, proposed</p>	The A4 Zoning By-law has been revised to reflect the maximum permitted building of 55.0m (including roof top mechanical equipment) in areas subject to the any Airport Zoning Regulations accordance with the agreement between the Town and Minister of transport executed January 22, 2019, to ensure that the Town regulates the use of lands that are not incompatible with the safe operation of the Brampton airport and aircraft.	Yes	

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	zoning by-law amendment RZ 2024-0015 needs to be revised to limit all building heights (including rooftop mechanical equipment) to less than the maximum height permitted in the AZR by-law.			
<b>Bell Canada</b>				
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b> <b>A8</b> <b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>	We do not have specific comments or concerns pertaining to this initiative at this time, we ask that Bell continue to be circulated on any future materials and/or decisions related to this matter.	Noted	Not Applicable (N.A.)	
<b>Enbridge</b>				
<b>Area</b> <b>A1</b> <b>A2</b> <b>A3</b> <b>A4</b> <b>A5</b> <b>A6</b> <b>A7</b>	Enbridge Gas does not object to the proposed application(s) however we reserve the right to amend or remove development conditions. This response does not signify an approval for site/development. Please continue to forward all municipal circulations and clearance letter requests.	Noted	N.A.	

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<b>A8</b> <b>A9</b> <b>A10</b> <b>A11</b> <b>A12</b>				