



**CALL TO ORDER**

**DISCLOSURE OF PECUNIARY INTEREST**

**CONSENT AGENDA**

**DELEGATIONS**

**STAFF REPORTS**

[Staff Report 2017-95](#)

Proposed Renewal of the Temporary Use Zoning By-law – 12891 Hurontario Street

[Staff Report 2017-76](#)

Addenda to the Council Approved Community Design Plan and Transportation Master Plan for Mayfield West Phase Two Secondary Plan (OPA 222)

[Staff Report 2017-89](#)

Niagara Escarpment Plan Amendments Update

**RECOMMENDATIONS OF ADVISORY COMMITTEES**

1. Heritage Caledon Report dated [June 12, 2017](#)
2. Heritage Caledon Report dated [July 10, 2017](#)

**Planning and Development Committee has been requested to consider the following recommendations from Heritage Caledon:**

That staff be directed to further investigate the feasibility of the future disposition of Caledon East Orange Lodge with respect to a multi-use structure for parks and recreation programming on town hall campus and a proposed youth centre in Caledon East, and report back on October 16, 2017.

**NOTICES OF MOTION**

1. **Councillor Shaughnessy re: Zoning By-law Amendment Application Erin Pit Application**

Whereas James Dick Construction Limited has submitted a Zoning By-law Amendment application to facilitate a proposed gravel pit known as the Erin Pit Expansion (Caledon Side) for the subject lands described as Part of Lots 11 to 13, Concession 6 W.H.S. (Caledon);

Whereas the effects of this proposed gravel pit may be felt beyond the notification area mandated by the Planning Act, being 120 metres from the subject lands; and

Whereas the Town of Caledon Official Plan mineral resource policies define areas of influence from licenced pit and quarry operations being distances of 300 metres and 500 metres, respectively;

Therefore be it resolved that Planning staff be directed to notify all residents within 500 metres of the subject lands of the dates and times of any future meetings required by the Planning Act.

**2. Councillor Groves re: Public Information Centre for Proposed Telecommunication Facility**

Whereas Rogers Communications Inc. filed an application with the Town for the construction of a proposed telecommunication facility located at the Caledon Centre for Recreation and Wellness/Albion Bolton District Park (14111 Regional Road 50);

Whereas the Town of Caledon has a protocol for establishing telecommunication facilities;

Whereas the Town's protocol requires a Public Information Centre, notice in the local newspapers, signage to be installed at the property, notice on the Town's website and written notification to all neighbouring land owners within 500 metres of the base of the proposed tower;

Whereas Rogers Communications Inc. has fulfilled all of these requirements; and

Whereas a number of residents have requested further consultation;

Now therefore be it resolved that Rogers Communications Inc. be requested to host an additional Public Information Centre regarding the construction of the proposed telecommunication facility located at the Caledon Centre for Recreation and Wellness/Albion Bolton District Park (14111 Regional Road 50).

**3. Councillor Shaughnessy re: Review of Processes and Policies for Small Businesses**

Whereas throughout the Town of Caledon there are a number of vacant buildings and properties primarily in the Villages and Hamlets that are unique with economic potential;

Whereas the current processes and policies for small businesses can be prohibitive:

Whereas it would be beneficial to review the current processes and policies to streamline the way for small businesses to occupy existing buildings in an efficient and affordable manner;

Now therefore be it resolved that staff be directed to investigate and provide recommendations in order to facilitate and streamline the various planning, building, economic development etc. processes to facilitate small business enterprises in the Town of Caledon and report back on an interim basis to Council by November 28, 2017.

## **CORRESPONDENCE**

### **General Correspondence**

1. Frank Dale, Regional Chair and Chief Executive Officer, Regional Municipality of Peel dated June 28, 2017 re: [The Ninth Line Lands Regional Official Plan Amendment – Request to Hold a Statutory Public Meeting](#)
2. Niagara Escarpment Commission dated July 6, 2017 re: [Updated Niagara Escarpment Plan](#)

## **CONFIDENTIAL SESSION**

Confidential Staff Report 2017-17 re: Advice that is subject to solicitor-client privilege and litigation or potential litigation including matters before administrative tribunals, affecting the Town – Appeal Options for OMB Appeals of OPA 247 and BL-2016-083, 53 King Street West, Bolton (Ward 5)

## **ADJOURNMENT**



### **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 [accessibility@caledon.ca](mailto:accessibility@caledon.ca).

## **Staff Report 2017-95**

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Meeting Date: Tuesday, August 29, 2017

Subject: Proposed Renewal of the Temporary Use Zoning By-law – 12891 Hurontario Street

Submitted By: Elaine Leung, Community Planner, Development, Community Services

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### **RECOMMENDATION**

That the By-law attached as Schedule “B” to Staff Report 2017-95 be enacted to amend Zoning By-law 2006-50, as amended to renew the existing Temporary Use Zoning By-law for the property known as 12891 Hurontario Street for an additional three (3) years.

### **REPORT HIGHLIGHTS**

- An application for an extension for a Temporary Use Zoning By-law was filed by Glen Schnarr & Associates Inc. on behalf of Argo Corporation in February 20, 2017, to permit the extension of the current temporary use;
- A Public Meeting was held on May 16, 2017 in accordance with the requirements of the *Planning Act* and the comments derived from the circulation and Public meeting have been considered;
- Planning Staff is of the opinion that the proposal is consistent with provincial documents, and meets the general purpose and intent of the Region of Peel Official Plan and the Town of Caledon Official Plan.

### **DISCUSSION**

The purpose of this Report is to provide planning rationale in support of staff's recommendation to seek Council's enactment of the proposed Zoning By-law Amendment.

### **Subject Lands**

The subject property is municipally known as 12891 Hurontario Street (refer to Schedule “A” - Location Plan). Located at the south-east corner of Hurontario Street and Old School Road, the property is approximately 39.1 hectares (96.62 acres) in area, and contains four (4) existing temporary new home sales pavilions.

### **Background**

The applicant submitted a Zoning By-law Amendment application in February 2017, in order to renew the existing Temporary Use By-law, for the continued use and operation of the existing temporary new homes sales pavilion. The existing Temporary Use By-law



was passed on January 21, 2014, (through RZ 13-11), which subsequently expired on January 21, 2017. The applicants are seeking to renew the existing Temporary Use By-law for an additional 3 years.

The sales pavilions were originally constructed to facilitate the sales of homes within the Argo subdivision to the south (21T-12001). With the suspension of the GTA West Corridor EA Study by the Ministry of Transportation, the applicant has not yet registered the second phase of the associated subdivision development. Therefore the applicant is proposing to renew the existing Temporary Use By-law to allow for the existing sales pavilions to remain on site for an additional three years.

### **Site Plan Application**

Site Plan approval was granted through SPA 13-121 in order to regulate the development of the site. There are no proposed changes to the site at this time.

### **Region of Peel Official Plan**

The subject lands are within the Prime Agricultural Area (Schedule 'B') and Rural System (Schedule 'D') according to the Region of Peel Official Plan. The Rural System is defined in the Regional Official Plan to include those lands outside of the 2031 Regional Urban Boundary which consists of rural service centres, prime agricultural areas as well as lands identified and protected as part of the natural environment and mineral resource areas. The prime agricultural area policies of the Regional Official Plan direct the Town to include policies in its Official Plan that will support and permit normal farm practices as well as a full range of agricultural-related and secondary uses.

The application has been circulated to the Region of Peel for comment and Regional staff has advised that they have no concerns with the proposal, given the temporary nature of the application. The Region has requested that the lands revert back to their original quality for agricultural purposes once the use ceases.

### **Town of Caledon Official Plan**

The subject lands are designated as a Prime Agricultural Area on Schedule 'B' (Mayfield West Land Use Plan) of the Town of Caledon Official Plan. Permitted uses within Prime Agricultural Areas shall predominantly be for agricultural uses and high-impact agricultural uses. However, the proposed home sales pavilions are only intended as an interim land use and the Official Plan allows for the consideration of Temporary Use By-laws in instances where it is known that a specific use is appropriate in the short term, provided that such by-laws are not to be used in a way that will prevent the use of land for its intended purpose (Section 6.2.13).

Section 6.2.13.2 lists criteria that need to be satisfied prior to the passing of a Temporary Use By-law, that speak to compatibility, parking, traffic, how permanent structures are, and environmental impacts. The proposed facilities are constructed in a manner that will allow them to be easily removed without permanently preventing the lands from being returned to agricultural use once the temporary use by-law expires. Staff is satisfied that all applicable criteria have been met.

### **Proposed Zoning By-law Amendment**

A portion of the subject lands are zoned Agriculture One Temporary (A1-T10). The applicant is proposing to renew the existing Temporary Use By-law (see Schedule "B" - Draft Zoning By-law Amendment). There are no other proposed changes to the temporary use by-law.

### **Public Consultation**

A Public Meeting was held on May 16, 2017 at Town Hall. Additionally, in accordance with the *Planning Act*, a Notice of Application was mailed to all landowners within 120 m (393.7 ft). The Notice was posted on the Town's website, and placed in the Caledon Citizen and the Caledon Enterprise on April 20, 2017.

No public comments were expressed at the meeting and no written comments have been received from the public with respect to this application.

### **FINANCIAL IMPLICATIONS**

The subject property is currently assessed as commercial (\$473,600 CVA), farmland (\$1,280,500), and residential (\$147,300). The Town's share of taxes levied, based on the current value assessment is approximately \$2,996. The property tax account as at August 22, 2017 is current.

Any future development would be subject to Town of Caledon development charges, currently \$24,492.26/unit as per By-law No. 2014-054.

Any development would also be subject to Region of Peel development charges, currently \$50,741.59/unit, and Education development charges, currently \$4,567/unit as per the respective development charge by-laws.

Development charges will be indexed twice a year, next on February 1, 2018.

All development charges are payable prior to issuance of a building permit.

Please note that "temporary" as defined within the various development charge by-laws is considered eight months.

**COUNCIL WORK PLAN**

Growth – To plan for complete communities as required under the Growth Plan

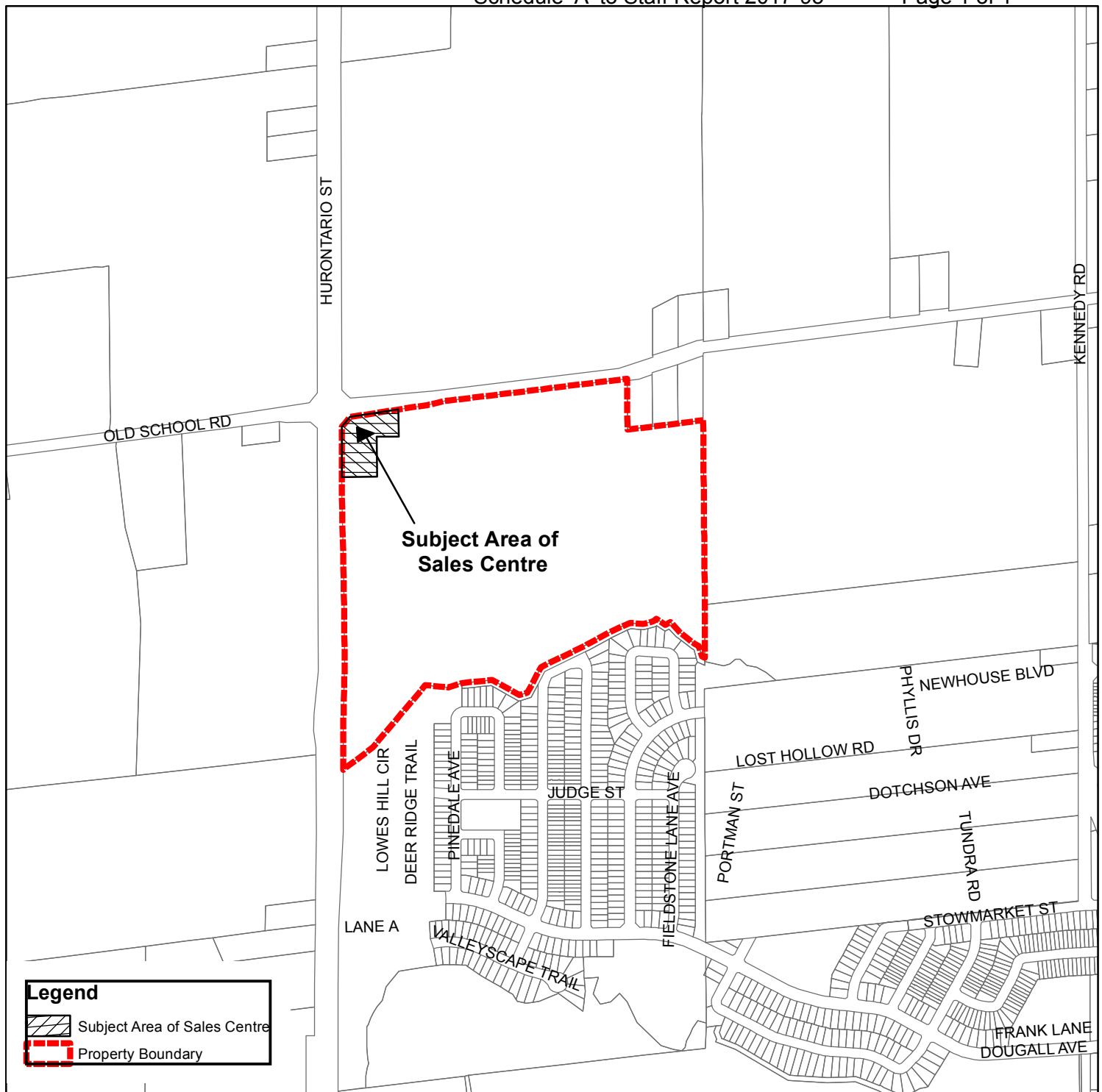
Protection of Rural Environment – To enhance and protect our rural environment and to enable a viable rural economy

**ATTACHMENTS**

Schedule A – Location Plan

Schedule B – Draft Zoning By-law Amendment

Schedule C – Comment Sheet



## Temporary Use Zoning By-law Application (Extension)

RZ 17-0001

**George Ross Newhouse, William John Newhouse  
and Mary Newhouse-Sheardown**

12891 Hurontario Street

W 1/2 of Lot 21 and 22, Concession 1 (Ching)  
Part 2, 3 and 4 RP 43R-34612

## LOCATION MAP



Date: January 27, 2017

File No.: RZ 2017-0001

THE CORPORATION OF THE TOWN OF CALEDON  
BY-LAW NO. 2017-XXX

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of the West Half of Lots 21 and 22, Concession 1 EHS (Chinguacousy), being Parts 2, 3 and 4 on 43R-34612; Town of Caledon, Regional Municipality of Peel, municipally known as 12891 Hurontario Street.

**WHEREAS** Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

**AND WHEREAS** the Council of The Corporation of the Town of Caledon considers it advisable to pass a zoning by-law to permit the use of Part of the West Half of Lots 21 and 22, Concession 1 EHS (Chinguacousy), being Parts 2, 3 and 4 on 43R-34612 in the Town of Caledon, in the Regional Municipality of Peel, to permit Temporary Sales Structures;

**NOW THEREFORE** the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The T10 row of Table 13.4 be amended as follows:

Zone Designation	Temporary Use Permitted	Expiry	Special Standards
A1-T10	Temporary Sales Structures	Month, XX, 2020	<p><b>Permitted number of Temporary Sales Structures (maximum): 4</b></p> <p><b>Parking Spaces Required (minimum): 34</b></p> <p><b>The Temporary Sales Structures may be located on lands which are not the subject of a draft-approved plan of subdivision.</b></p>

READ THREE TIMES AND  
FINALLY PASSED IN OPEN  
COUNCIL ON THE \_\_\_\_ DAY  
OF \_\_\_\_\_, 2017.

\_\_\_\_\_  
Allan Thompson, Mayor

\_\_\_\_\_  
Carey deGorter, Clerk

**PUBLIC MEETING  
COMMENT SHEET**

PIM Date: May 16, 2017  
Updated: August 8, 2017  
Planner: Elaine Leung  
Ext. 4175

**Proposed Temporary Use Zoning By-law Amendment Application  
Glen Schnarr & Associates Inc. on behalf of Argo Development Corporation  
12891 Hurontario Street  
Part of the West Half of Lots 21 and 22, Concession 1 EHS (Chinguacousy), being Parts 2, 3 and 4 on 43R-34612  
Southeast Corner of Hurontario Street (Highway 10) and Old School Road  
File Number: RZ 17-01**

The following comments were received regarding the above-noted file:

**EXTERNAL AGENCY COMMENTS**

**Hydro One – May 2, 2017**

Comments: Hydro One doesn't have any conflicts with this project providing that;

- Underground locates are obtained prior to excavation
- No open trenching within 1.5m of Hydro poles and/or anchors.
- Maintain 1m clearance from Hydro One Plant if trenchless horizontal drilling.
- PUCC owner is responsible to address all conflicts with Hydro One plant and request conflict corrections through appropriate channels
- Any grade changes are brought to the attention of Hydro One and addressed prior to commencing work

**Ministry of Transportation – April 10, 2017**

Comments: The Ministry is not opposed to the three year renewal of the Temporary Use By-law, as the site itself is not being altered.

**Region of Peel – December 3, 2013**

Comments: Regional Staff have no concerns with the proposal. The proposed development is within the Prime Agricultural Areas identified in the Region's Official Plan Schedule 'B.' However, given the temporary nature of the application the Region has no concerns with the proposal. Once the use ceases to be in operation, staff request that the land be reverted back to its original quality for agricultural purposes.

Regional staff also note that this site is within the GTA West Corridor Analysis Area. Unless the lands are released by the Ministry of Transportation, the property could be directly impacted by the corridor route alternatives or ancillary uses. Development applications must not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor, as per policies in the Regional Official Plan (5.9.12). As the route has not been chosen to date and no timeline for construction has been presented, Regional Staff have no concerns with a renewed 3 year temporary use.

The following agencies have no concerns with the application:

- Enbridge Gas
- Rogers Communications

#### **TOWN OF CALEDON – DEPARTMENT COMMENTS**

The following departments have no concerns with the application:

- Town of Caledon, Development Services, Engineering
- Town of Caledon, Open Space Design, Landscape
- Town of Caledon, Development Services, Urban Design
- Town of Caledon, Legislative Services, Accessibility
- Town of Caledon, Fire & Emergency Services, Fire
- Town of Caledon, Finance & Infrastructure, Finance
- Town of Caledon, Development Services, Zoning

## **Staff Report 2017-76**

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Meeting Date: Tuesday, August 29, 2017

Subject: Addenda to the Council Approved Community Design Plan and Transportation Master Plan for Mayfield West Phase Two Secondary Plan (OPA 222)

Submitted By: Kathy Ash, Senior Planner, Policy, Community Services

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### **RECOMMENDATION**

That the modifications to the “Community Design Plan” dated July 2017 prepared by Nak Design and the “Transportation Master Plan” dated July 2017 prepared by Paradigm attached as Schedules A and B to Staff Report 2017-76 be approved.

### **REPORT HIGHLIGHTS**

The Community Design Plan, prepared by NAK Design, and the Transportation Master Plan, prepared by Paradigm, attached as Schedules A and B to this report are documents that reflect the recently approved Mayfield West Phase 2 Secondary Plan (OPA 222) as approved by the Ontario Municipal Board (OMB) on May 25, 2017.

### **DISCUSSION**

On May 2, 2017, Council endorsed Minutes of Settlement between Caledon 410 Developments Limited, The Regional Municipality of Peel, and The Corporation of the Town of Caledon, which among other things stated the following:

*“The Town will, forthwith after the OMB approves the Modifications, prepare any modifications to the various documents required by OPA 222 in order to implement these Minutes, including but not limited to the Community Design Plan and the Transportation Master Plan.”*

On May 25, 2017, The Ontario Municipal Board gave its decision on the approval of OPA 222 with modifications. In accordance with the foregoing, attached to this report as Schedules A and B, are the modifications to the Community Design Plan and the Transportation Master Plan approved by Council in March of 2016. These documents reflect the policy changes to OPA 222 and changes to Schedule D of OPA 222, as approved by the OMB. The majority of changes have occurred in the eastern portion of the plan as illustrated at Figure 1.2 of Schedule A related to the land uses in and around the commercial site. Due to the closure of the northerly railway crossing, as approved by the OMB, road connections have now been provided on both sides of the railway down to connect with the east-west Spine Road as noted in Figure 2.1 of Schedule A. The landowners group has had an opportunity to comment on these documents and are generally satisfied with the contents. These documents implement the intent of the Minutes of Settlement and the final approval of OPA 222 by the OMB.



**FINANCIAL IMPLICATIONS**

There are no immediate financial implications associated with this report.

**COUNCIL WORK PLAN**

The matter contained in this report is not relative to the Council Work Plan.

**ATTACHMENTS**

Schedule A – Community Design Plan Amendments July 2017  
Schedule B – Transportation Master Plan Addendum July 2017

## COMMUNITY DESIGN PLAN AMENDMENTS

July 20, 2017

### PURPOSE OF THE ANALYSIS

The following is an analysis of amendments, contemplated and approved, to the Mayfield West Phase 2 Community Design Plan (February 2016) and Endorsed Framework Plan (2013). These amendments reflect two major, yet distinct, land use modifications that will impact the configuration and function of the community, particularly with respect to urban design and transportation related issues. This analysis focuses primarily on the urban design impacts and potential revisions to the approved Community Design Plan (CDP), with the corresponding transportation analysis undertaken concurrently by Paradigm Transportation Solutions Ltd.

The modifications to the Endorsed Framework Plan includes the following -

1. A contemplated reconfiguration of the previously designated Mixed-Use Policy Area (Fieldgate Lands) which involves converting a portion of the proposed commercial uses to residential, including low and medium density, as well as a realignment of the north-south collector road.
2. An approved removal of the north collector road crossing of the Orangeville-Brampton Railway (OBRY) corridor and reconfiguring the collector road network to achieve an appropriate land use interface and connectivity.

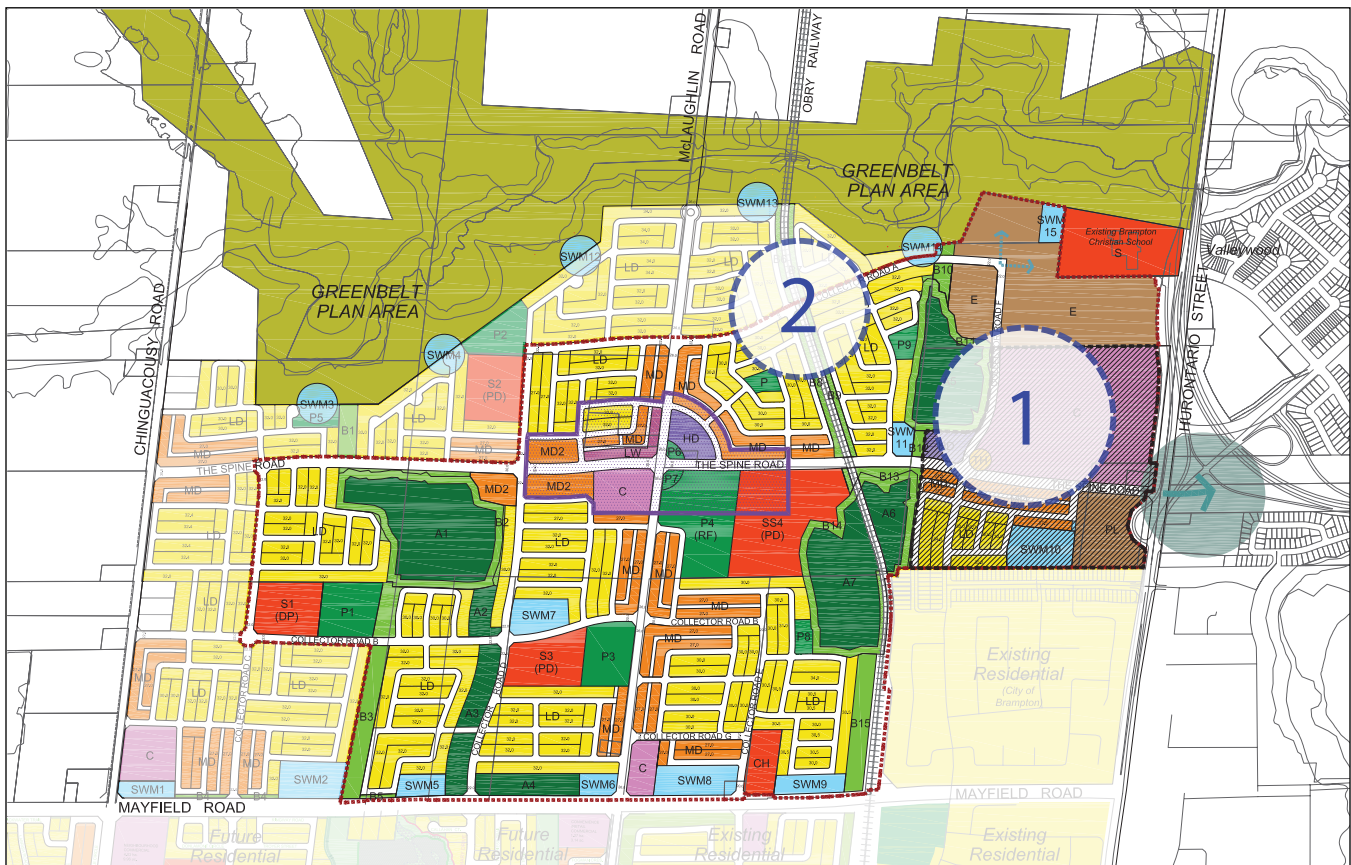


Figure 1.0 - Mayfield West Phase 2 Endorsed Framework Plan, 2013, with indicated contemplated (1) and confirmed (2) amendment areas.

## 1. RECONFIGURATION OF MIXED-USE POLICY LANDS

As indicated, this potential amendment involves replacing a portion of the previously designated commercial lands with low and medium density residential. A resulting reconfiguration of the north-south Collector Road F will also be required to serve as the interface between the commercial and integrated residential and maintain connections.

We don't foresee any significant challenges with this amendment as related to the suitability of the proposed land use types, the continuation of effective pedestrian, cycling, vehicular and transit linkages, the integration of a transit hub facility, the interface with existing residential to the south or the Spine Road and its intended streetscape character. However, there are several important considerations that should be addressed when assessing applications in this regard, including the following:

- As described in the CDP, low density residential refers to predominantly single detached dwellings, with options for semi-detached and townhouse forms. Medium density residential will integrate townhouse built form, and may include street townhouses, rear lane townhouses, stacked townhouses and back-to-back townhouses. CDP guidelines pertaining to these residential land uses will continue to apply (refer to CDP section 8.5 Residential Architectural Design Guidelines).
- Regardless of a significantly reduced commercial land area that would result from this amendment, the siting of buildings within blocks should continue to be arranged in a grid configuration which integrates a traditional street pattern that allows for more logical and safer pedestrian, cycling and vehicular navigation and more effectively weaves into the fabric of the adjacent residential lands. CDP guidelines pertaining to commercial land uses are still applicable (refer to CDP section 8.6.1 Commercial Buildings). As well, CDP section 4.4.1 Hurontario Commercial Mixed-Use Centre will continue to apply, with further consideration of built form attributes to be considered through Site Plan Approval.
- A reconfigured collector road should serve as a transition between commercial and residential uses, ideally intersecting the Spine Road to align with the west edge of the Peel Region Facility.
- A transit hub facility may be located adjacent to the commercial designated lands at the north-east corner of the realigned intersection of the collector road and Spine Road or in an alternative location deemed appropriate to the function of the facility.
- Similar to the medium density residential proposed along the south side of the Spine Road, potential medium density along the north side of the Spine Road should include lane-based residential product to ensure a continuous streetscape treatment and traffic flow that is not interrupted by driveways.
- An introduced local road intersecting with the Spine Road and connecting with proposed residential to the north should align with the Collector Road H extending south from the Spine Road to reduce interruptions to the Spine Road and its functions, particularly with respect to streetscape continuity and walkability.
- The Endorsed Framework Plan aligns the collector road immediately adjacent to the designated NHS lands (A5/B11) along the west side, providing significant public exposure to this valuable natural resource. The potential shifting of the collector road to the east will enable residential lands to be located adjacent to this NHS feature. A change in this regard should ensure that a portion of the NHS frontage remains prominently exposed to a public right-of-way and/or park space to ensure an appropriate balance of public and private interface conditions is achieved that will benefit the entire community.
- Commercial uses that front onto a realigned collector road should integrate built form that appropriately considers the low and medium density residential on the opposite side. In this case, ensuring that commercial buildings have well-articulated, attractive street facades with ample fenestration, a building scale appropriate to the street that reinforces comfortable pedestrian connections, parking areas located to the interior of the commercial block away from the street edge, etc., are critical to achieving a compatible relationship between residential and commercial uses.
- The interface condition between residential and employment lands shall similarly strive for a harmonious transition between these uses through complementary built form massing, strong built form orientation to the street, employment uses conducive to a residential street (office / non-manufacturing) and an enhanced streetscape treatment that will help balance the two uses and promote pedestrian connections.



- The addition of significant residential uses will require the integration of a Neighbourhood Park. This park should have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance of the majority of residents. CDP guidelines pertaining to Neighbourhood Parks will continue to apply (refer to section 5.6.4 Neighbourhood Parks).

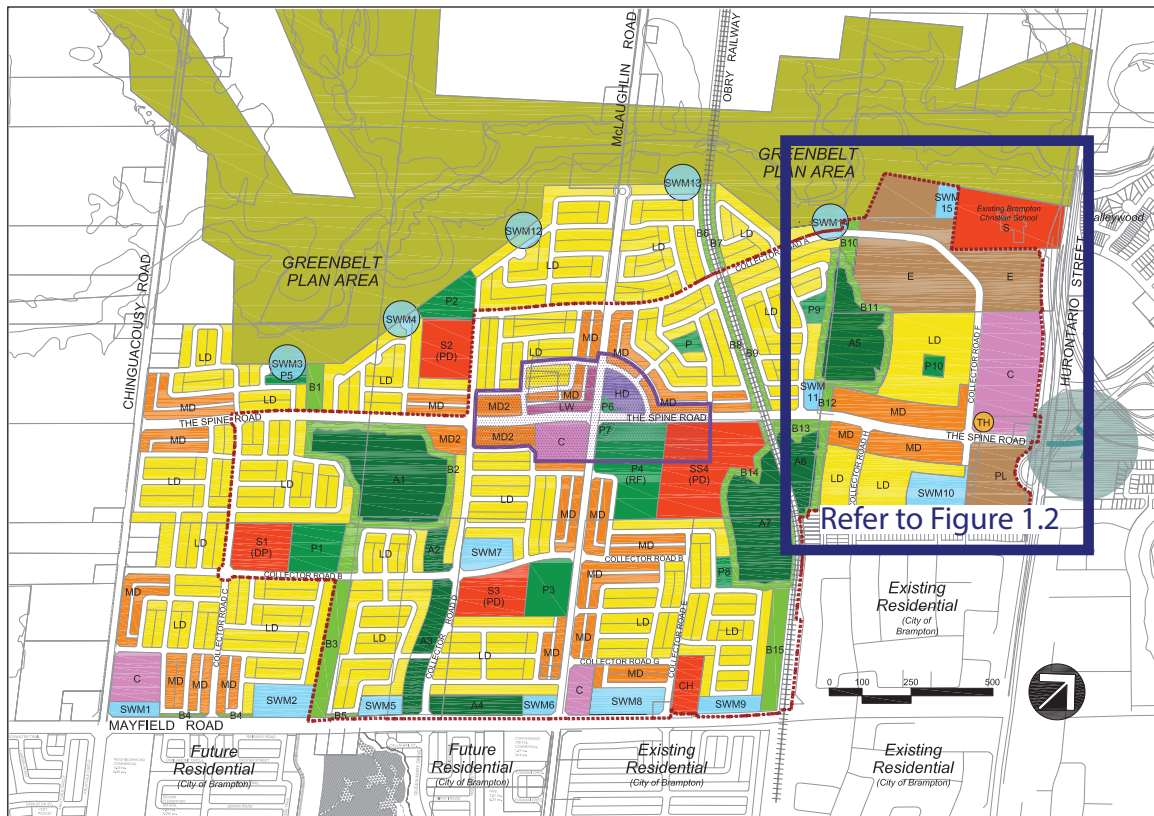


Figure 1.1 - Potential modification to the previously designated Mixed-Use Policy Area, including replacing a portion of commercial lands with low and medium density residential.



Figure 1.2 - Alternative conceptual block plan option that integrates low and medium density residential.



## 2. REMOVAL OF THE NORTH OBRY CORRIDOR CROSSING

The approved removal of the north collector road crossing of the Orangeville-Brampton Railway (OBRY) corridor will have a significant impact to the proposed community structure with respect to land use, urban design and transportation related issues, and will require a comprehensive analysis to properly assess the resulting modifications to the CDP and Endorsed Framework Plan.

Outside the multitude of transportation related issues, planning for a realigned collector road route will need to consider significant land use compatibility, neighbourhood function and walkability/cycling factors that define the vision for Mayfield West Phase 2. A realignment of the collector road crossing, which involves interrupting the current loop configuration and redirecting a collector road on either side of the OBRY corridor to the Spine Road, will be challenging from many community structuring perspectives related to land use, urban design and transportation functions. The following should be considered in this regard (refer also to Figures 2.1 and 2.2):

- The removal of the north crossing will reduce the inter-neighbourhood connectivity of the community north of the Spine Road, essentially creating a lengthy impenetrable edge that limits east-west pedestrian, cycling and vehicular linkages to only the Spine Road. This will result in 2 distinct and separated neighbourhoods within the vicinity of the railway corridor, characterized by its position on either side of the tracks.
- The removal of the north crossing reduces the potential to divert a portion of traffic, from adjacent neighbourhood, employment and commercial uses, away from the Spine Road, which, irrespective of various transportation related issues, may impact the pedestrian friendly, complete street intent of the Spine Road, particularly within the Urban Village Centre. This will put more pressure on the Spine Road to accommodate extra vehicles, increasing the potential for an expanded right-of-way that may be incompatible with the objectives of the Urban Village Centre (refer to section 4.3 Urban Village Centre and section 6.4 The Spine Road of the CDP). Therefore, when responding to the transportation impacts of the removal of the crossing, it is imperative to maintain the pedestrian friendly, complete street intent of the Spine Road and Urban Village Centre.
- A realignment of the collector road that could potentially divert it south to the Spine Road on either side of the OBRY corridor will require some reconfiguration of land uses adjacent to the collector road.
- Providing a redirected collector road link to the Spine Road on either side of the OBRY corridor needs to comply with applicable intersection offsets and signalization requirements relative to the rail tracks and, potentially, McLaughlin Road. For instance, the required minimum separation distance between a signalized intersection and the railway crossing may limit the ability to provide a realigned collector road connection with the Spine Road (refer to Paradigm's analysis for greater detail).
- The termination of a redirected collector road with the Spine Road may necessitate modifications to the land uses on the south side of the Spine Road, such as the Secondary School lands. School building location, site entry, bus loading and transit connections will likely require some adjustments to respond to a collector road with transit service terminating at mid-school block.
- Assuming a bus transit strategy will need to correspond with any realigned collector road network, achieving efficient routing that is within reasonable walking distance of all catchment areas, logically connects with a proposed transit hub and does so without resulting in underutilized or duplicated routes will be required.
- Irrespective of separation distance requirements, the termination of a realigned collector road at the Spine Road, east of the railway corridor (as shown in Figure 2.1), will provide a desirable view corridor towards the NHS lands to the south (designated Greenlands A6 and B13).

As indicated, a more comprehensive analysis is required to fully assess the various urban design impacts to the CDP and Endorsed Framework Plan that will result from the removal of the north collector road crossing of the OBRY corridor.



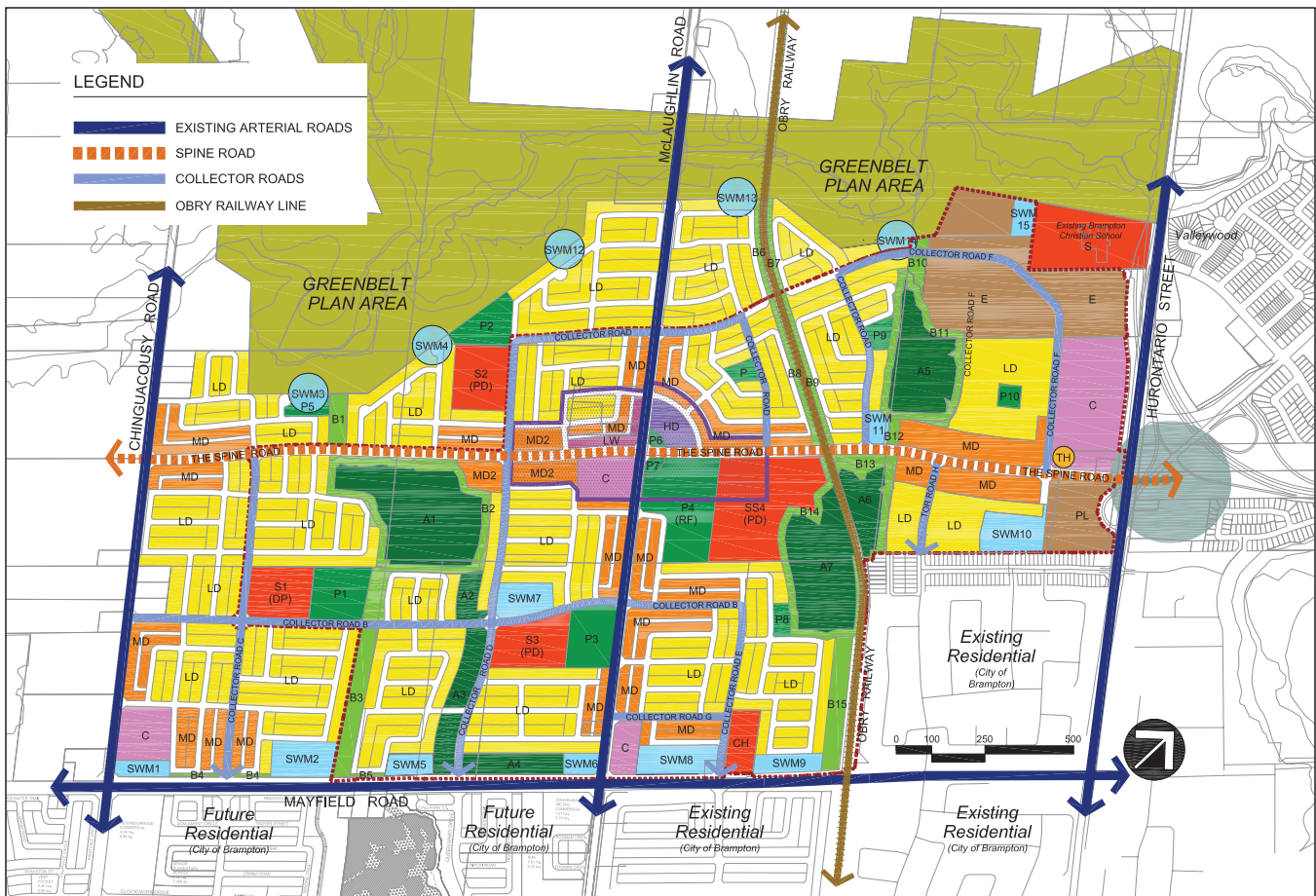


Figure 2.1 - Potential modification to the previously designated road hierarchy, indicating a realignment of the collector road network necessitated by the removal of the north OBRY corridor crossing (for demonstration purposes only).

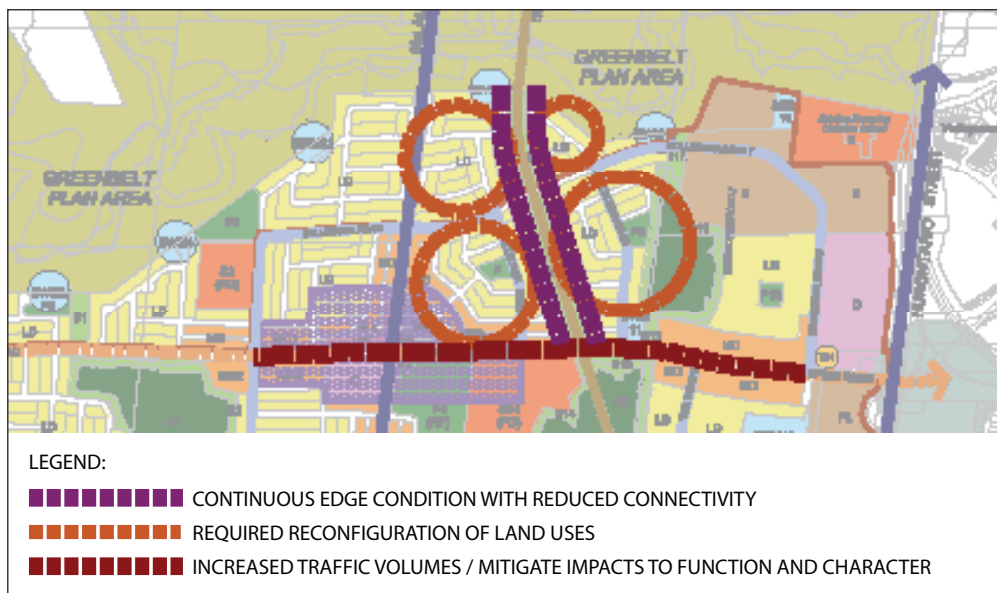


Figure 2.2 - Plan illustrating areas primarily affected by the removal of the north collector road crossing of the OBRY corridor.





# Mayfield West Phase 2 Secondary Plan Transportation Master Plan Addendum

Paradigm Transportation Solutions Limited

November 2016, Updated July 2017

# 1 Introduction

The Town of Caledon has contemplated and approved some potential changes to the Mayfield West Phase Two Transportation Master Plan (dated December 2015, approved February 2016) that was prepared in conjunction with the Mayfield West Phase 2 Community Design Plan (February 2016). These potential changes are discussed in a report dated July 20, 2017 and prepared by NAK Design Group (NAK) on behalf of the Town. The NAK report is attached to this report for reference purposes.

This report has been prepared to provide an overview of the possible transportation implications of these potential changes in relation to the approved Transportation Master Plan and to identify the issues that should be considered by the Town in the detailed planning of the changes.

The contemplated and approved changes to the current Transportation Master Plan are as follows:

- ▶ Change of land use plan for the Mixed Use Policy Area.
- ▶ Removal of Collector Road A crossing of Orangeville Brampton Railway (OBRY) rail corridor.

Each of these changes is discussed in the following sections of this report.

## 2 Review of Potential Land Use Plan Change

The potential change to the land use plan for the Mixed Use Policy Area is illustrated in Figures 1.1 and 1.2 of the NAK report. These changes are contained within an area generally located north of the Spine Road and east of woodlot A5. The changes would generally consist of a reduction in the size of the commercial area and an increase in the area designated for low density residential use. As part of the potential changes, the north section of Collector Road F would be realigned to connect to Collector Road A within the employment lands located north of the commercial use area and the south section would have an intersection with the Spine Road, located directly opposite a proposed local road that would provide access to the residential lands and designated Regional Police lands on the south side of the Spine Road.

### 2.1 Road Network Plan Implications

The road network plan outlined in the Transportation Master Plan indicated that the Spine Road should have two through traffic lanes in each direction and turning lanes in the area between the OBRY crossing and the connection to Hurontario Street/Valleywood Boulevard Interchange. Signalized intersections on the Spine Road would be located at:





- ▶ The planned main entrance to the commercial block and the local street connecting to the residential lands and designated Police lands.
- ▶ The Collector Road F connection to the Spine Road, located directly opposite the street connecting to Robertson Davies Drive in Brampton.

The potential land use plan change, with Collector Road F realigned to connect to the Spine Road directly opposite the local street on the south side of the Spine Road is reasonably consistent with the current road network plan. It is anticipated that this intersection would require signalization and turning lanes on the Spine Road and possibly auxiliary turning lanes on the connecting streets. The potential land use plan has a street, identified as Collector Road H, connecting to the south side of the Spine Road and to Robertson Davies Drive within Brampton in a similar location as the current road network plan. This road connection provides an opportunity for a local street on the north side of the Spine Road at this location, as shown in Figure 1.2 of the NAK report.

The potential land use plan change is reasonably consistent with the current road network plan in the Transportation Master Plan. In the further consideration of this potential land use plan change, the following issues related to the road network plan should be further investigated:

- ▶ The peak period vehicular trip generation of the potential land use plan should be assessed to determine how the peak period traffic volumes on the Spine Road and the intersections within this area may change in comparison to the current land use plan.
- ▶ The lane configurations and traffic control measures at the intersection of Collector Road F and the Spine Road and the intersection of Collector Road H and the Spine Road should be reviewed and confirmed.
- ▶ The need for a “collector road” designation for Collector Road H should be reconsidered. The current road network plan does not designate the road connection to Robertson Davies Drive as a collector road and suggests that traffic calming measures should be considered on this road to discourage the use of this road for through traffic travelling to and from Mayfield Road.

## 2.2 Transit Plan Implications

The current transit plan in the Transportation Master Plan has a local bus route travelling along Collector Road A and Collector Road F, connecting to a transit hub located within the commercial block, on the north side of the Spine Road. The transit plan also has local bus routes on the Spine Road and on the Robertson Davies Drive connection connecting to this transit hub. The current plan has a Brampton Transit bus rapid route and a GO



Transit route connecting to the transit hub via the Spine Road from the Hurontario Street/Valleywood Boulevard interchange.

The potential land use change identifies a transit hub within the modified commercial block, on the north east corner of the Spine Road and Collector Road F intersection. This transit hub location should accommodate the various connecting bus routes in a similar manner as the current plan. Similarly, the road network outlined in the potential land use change will accommodate the routing of the various bus routes as outlined in the current transit plan. The primary issue to be further investigated in the consideration of this potential land use change will be the details of the access and egress provisions for the transit hub in relation to the road design for the Spine Road and Collector Road F in the immediate vicinity of the transit hub.

## 2.3 Cycling and Trails Plan Implications

The key aspects of the current cycling and trails plan in this area are as follows:

- ▶ A multi use trail (pedestrians and cyclists) connecting between Collector Road A and Snelcrest Drive in the Valleywood community, with a grade separated crossing of Highway 10. This crossing alleviates the need for pedestrian and cyclist connections along the Spine Road through the Hurontario Street/Valleywood Boulevard interchange area.
- ▶ On street bike lanes or pavement widening along Collector Road F and on the street connection to Robertson Davies Drive.
- ▶ On street bike lanes on the Spine Road, from west of the Robertson Davies Drive street connection through to Chinguacousy Road.
- ▶ A greenway trail and trail linkage connecting between the north – south trail adjacent to the OBRY corridor and Collector Road F, located parallel to and north of the Spine Road.

The potential land use change is likely to require some modifications and refinements to the current cycling and trails plan, as follows:

- ▶ The multi use trail connection between Collector Road A and Snelcrest Drive in the Valleywood community should be maintained within the plan as outlined in the Transportation Master Plan. However, the details of how this trail connects to Collector Road A and Collector Road F should be further investigated in conjunction with the road connection plans for the adjacent employment lands.
- ▶ The on street bike lanes or pavement widening along Collector Road F and the street connection to Robertson Davies Drive should be maintained and incorporated in the intersection plans for the connections to the Spine Road.



- ▶ The on street bike lanes on the Spine Road should be extended east to the potential new location of the Collector Road F intersection with the Spine Road. This extension of the on street bike lanes will provide continuity of travel for cyclists travelling within the community or to and from Brampton along Robertson Davies Drive.
- ▶ The detailed land use plan for the area between woodlot A5, park P10 and Collector Road F should include provisions for maintaining an east west trail and continuous trail linkages between the OBRY corridor and the commercial area east of Collector Road F, as in the current plan.

### 3 Review of Collector Road A Rail Crossing Removal

The potential change related to the current plan for the Collector Road A crossing of the OBRY rail corridor would be to remove this crossing from the plan. With that change, the only crossing of the OBRY rail corridor within the Mayfield West Phase 2 Secondary Plan would be the Spine Road crossing. Figure 2.1 of the NAK report illustrates this potential change, along with some preliminary indications of possible new collector road connections to replace the current planned Collector Road A crossing of the rail corridor. This potential change in the current plan will impact the road network plan, the transit plan and the cycling and trails plan.

#### 3.1 Road Network Plan Implications

The current Transportation Master Plan with Collector Road A crossing the OBRY corridor provides a second traffic route between the Mayfield West Phase 2 (MW2) development west of the rail corridor and the Hurontario Street/Valleywood Boulevard interchange. This second traffic route provides improved circulation within the overall community for vehicles, pedestrians and cyclists; it offers an alternate routing for emergency vehicles and it enables desired local bus routing in the community. Importantly, it offers a vehicle traffic route for the northern areas of MW2 that bypasses the village centre around the intersection of the Spine Road and McLaughlin Road.

In the detailed consideration of this possible change to the current plan, the following issues related to the road network plan should be considered:

- ▶ Alternate collector road network configurations should be identified that would provide reasonable traffic circulation and accessibility within the north east quadrant of the MW2 development (i.e., east of McLaughlin Road and north of the Spine Road). Figure 2.1 of the NAK report identifies a possible alternative collector road network configuration.
- ▶ The peak hour traffic patterns in the north east quadrant of MW2 should be investigated in detail to determine the changes in traffic



volumes on the Spine Road, McLaughlin Road and the other connecting roadways. Possible changes to the planned lane configurations and traffic control measures should be assessed to determine how the current transportation master plan should be revised.

- ▶ The additional traffic on the Spine Road and McLaughlin Road within the village centre area should be assessed and the impacts of this traffic on the planned village centre should be evaluated to determine if modifications to the community design plan are required.

### 3.2 Transit Plan Implications

The current transit plan identifies a local bus route utilizing the Collector Road A crossing of the OBRY corridor. This routing provides service to the north east quadrant of MW2. With the possible closure of the OBRY rail crossing, changes to the local bus routing plan will need to be developed and assessed.

### 3.3 Cycling and Trails Plan Implications

The current Transportation Master Plan includes a comprehensive network of cycling routes and trails within MW2 and connecting to the surrounding communities. This cycling and trails plan includes bike lanes A and trail connections on Collector Road across the OBRY rail corridor. The closure of the Collector Road A crossing will sever these connections and substantially disrupt the planned cycling and trails plan.

It is expected that alternative cycling and trail connections for the Collector Road A crossing will be difficult to achieve. However, it is suggested that some investigation of these alternatives should be carried out. Alternative crossings of the OBRY rail corridor might include a raised bridge crossing in the general vicinity of the current Collector Road A crossing or the early implementation of a trail crossing of the rail corridor within the greenbelt area immediately north of the MW2 development area. The feasibility and cost of these alternatives should be further assessed during the consideration of the removal of the Collector Road A crossing of the OBRY rail corridor.



## **Staff Report 2017-89**

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Meeting Date: Tuesday, August 29, 2017

Subject: Niagara Escarpment Plan Amendments Update

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

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### **RECOMMENDATION**

That Staff Report 2017-89 regarding updates on the Caledon-specific amendments to the Niagara Escarpment Plan be received by the Ministry of Natural Resources and Forestry;

That the Ministry of Natural Resources and Forestry approval of the Niagara Escarpment Plan Urban Amendments (UA) 51 (Terra Cotta) and UA 54 (Inglewood) be endorsed;

That the Minister of Natural Resources and Forestry be requested to amend the Niagara Escarpment Plan (2017) Map 4 to reflect the approval of Niagara Escarpment Plan Amendments UA 51 and UA 54;

That the Ministry of Natural Resources and Forestry be requested to amend R.R.O. 1990 Re. 826: DESIGNATION OF AREA OF DEVELOPMENT CONTROL pursuant to the Niagara Escarpment Planning and Development Act, R.S.O. 1990c. to reflect the approval of Niagara Escarpment Plan Amendments UA 51 and UA 54; and

That a copy of Staff Report 2017-89 be forwarded to the Region of Peel, the Niagara Escarpment Commission and the Ministry of Natural Resources and Forestry for information.

### **REPORT HIGHLIGHTS**

- On May 18, 2017 The Province of Ontario released the updated Niagara Escarpment Plan and associated mapping.
- On May 25, 2017 The Ministry of Natural Resources and Forestry released notification of Provincial Cabinet's decisions to:
  - approve Niagara Escarpment Plan Urban Amendment (UA) 51: to bring 55 Odessa Boulevard (Poltawa County Club) into the Terra Cotta Minor Urban Centre effective July 1, 2017; (See Schedule A attached)
  - refuse Niagara Escarpment Plan Amendment UA 52: to change the Cheltenham Badlands Niagara Escarpment Parks and Open Space System classification from "Escarpment Access to "Nature Reserve", in order to accommodate the completion of an ongoing Masterplan for the site;
  - defer their decision on Niagara Escarpment Plan amendment UA 53: to bring specified lands into the Cheltenham Minor Urban Centre, in order to address "one or more outstanding technical matters"; (See Schedule B attached); and

- approve Niagara Escarpment Plan Amendment UA 54: to bring McColl Dr., 15825 and 15835 McLaughlin Rd. into the Inglewood Minor Urban Centre effective July 1, 2017. (See Schedule C attached)
- Niagara Escarpment Plan Map 4 – Regional Municipality of Peel, County of Durham, 2017, prepared as part of the updated Niagara Escarpment Plan does not include reference to the Minor Urban Centre expansions approved as part of Niagara Escarpment Plan Amendments UA 51 and UA 54.
- The lands subject to the Minor Urban Centre expansions approved as part of Niagara Escarpment Plan Amendments UA 51 and UA 54 remain under development control by the Niagara Escarpment Commission pending an update to Ontario Reg. 826.

### **PURPOSE**

The purpose of this report is to provide an update to Council on the Province's review of applications for Caledon-based site-specific amendments to the Niagara Escarpment Plan and to seek direction from Council.

### **BACKGROUND**

#### Amendment Applications

Four (4) Caledon-based amendments to the Niagara Escarpment Plan were submitted to the Province as part of the recently completed Coordinated Provincial Plan Review (UA 51, UA 52, UA 53 and UA 54).

On January 26, 2017 Niagara Escarpment Commission Staff presented recommendations on the amendment applications at the Niagara Escarpment Commission Members Meeting. Niagara Escarpment Planning Staff recommended approval of UA 51, UA 53 and UA 54, and refusal of UA 52.

On May 18, 2017 the Province of Ontario released the finalized 2017 Niagara Escarpment Plan document and associated mapping. The 2017 Niagara Escarpment Plan came into effect June 1, 2017.

On May 25, 2017 the Province of Ontario released notice of the Provincial Cabinet decisions on UA 51, UA 52 and UA 54 and the deferral of UA 53.

#### Niagara Escarpment Plan Mapping update

The notices of decision released by the Province for UA 51 and UA 54 informed recipients that *“the final printed Niagara Escarpment Plan and/or Niagara Escarpment plan designation maps do not reflect your amendment as the Niagara Escarpment Plan was approved concurrently with your application. Future consolidated versions of the Niagara Escarpment Plan will reflect this amendment”*.

### **DISCUSSION**

The evaluation of site specific Niagara Escarpment Plan amendment requests by the Province was conducted concurrently and did not include a mechanism for including the amendment decisions into the final 2017 Niagara Escarpment Plan document. Niagara Escarpment Plan amendment decisions are to be included on future consolidations of the Niagara Escarpment Plan.

In the deferral letter for UA 53, the Province identified “one or more outstanding technical matters” with the application. It is the understanding of Town Staff that the resolution of the “technical matters” will require landowners of the 10 properties subject to UA 53 to formally confirm their intent in writing to have their lands remain part of the amendment going forward.

Staff will contact each landowner in the UA 53 designated area to determine their intentions whether they want their property to continue as part of UA53 or not (either by request for removal or non-response) then the Ministry of Natural Resources and Forestry will remove that property from the UA 53 application moving forward. The Ministry of Natural Resources and Forestry (MNRF) has requested to receive confirmation results in September. Staff will work with the MNRF to communicate the results and assist with any changes.

#### **Mapping Updates**

The Niagara Escarpment Commission maintains a series of maps identifying the boundaries of, and plan designations for, lands subject to the Niagara Escarpment Plan. These maps are not included as part of the 2017 Niagara Escarpment Plan document, but are available through the Niagara Escarpment Commission website. 2017 Niagara Escarpment Plan Map 4 identifies these features for lands in the Regional of Peel and the County of Durham

Minor Urban Centre expansions approved as part of Niagara Escarpment Plan Amendments UA 51 and UA 54 are not currently reflected in this map. The notices of decision released by the Province for UA 51 and UA 54 informed recipients that these amendments would be incorporated into future consolidated versions of the Niagara Escarpment Plan designation map.

#### **Niagara Escarpment Plan Development Control**

Lands brought into a Minor Urban Centre designation as a result of an amendment to the Niagara Escarpment Plan remain under the development control of the Niagara Escarpment Commission pending corresponding changes to Ontario Regulation 826: Designation of Area of Development Control under the Niagara Escarpment Planning and Development Act. Ontario Regulation 826 identifies the boundaries of lands subject to the development control by the Niagara Escarpment Plan.

The Town would need to amend its Official Plan and Zoning By-law 2006-50 to incorporate these lands currently under development control by the Niagara Escarpment Plan. The modifications to the Ontario Regulation 826 would be required at least one (1) year to complete for the Town to adequately consult on and prepare amendments to the Town's Official Plan and Zoning By-law for the subject lands. The Niagara Escarpment Commission has not identified a timeline for modifying of Ontario Regulation 826 to reflect amendments resulting from the review of the Niagara Escarpment Plan.

Since May 25, 2017 Town Staff have received inquiries from landowners within the Provincial Niagara Escarpment Plan amendment approvals and who have expressed interest in seeing development control become a Town responsibility.

A prompt resolution of the UA 53 deferral would enhance the Town Staff's ability to promptly and efficiently address all the Niagara Escarpment Plan associated amendments (UA 51, UA 53 and UA 54), through a single Official Plan Amendment and Zoning-By-law Amendment exercise.

The Official Plan Amendment 226 established a land budget to 2031. The Land budget allocated growth forecasts of approximately 769 people for the villages and 63 people for the hamlets.

### **NEXT STEPS**

Town Staff are in the process of contacting the individual landowners subject to UA 53 for written confirmation and will report on the results to Council when completed.

### **FINANCIAL IMPLICATIONS**

There are no immediate financial implications associated with this report.

### **COUNCIL WORK PLAN**

Growth – To plan for complete communities as required under the Growth Plan

### **ATTACHMENTS**

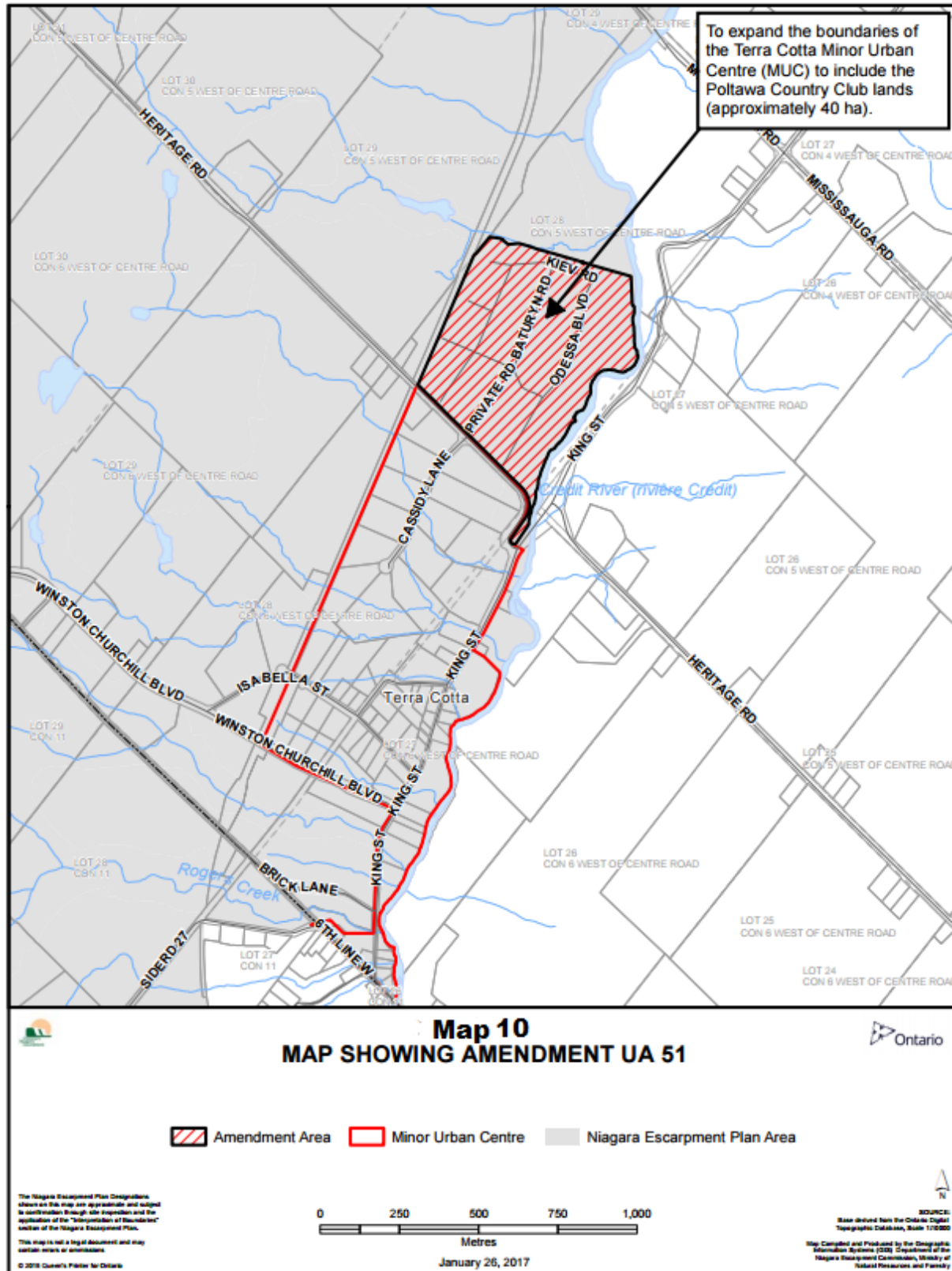
Schedule A – Niagara Escarpment Plan Amendment application UA 51 mapping

Schedule B – Niagara Escarpment Plan Amendment application UA 53 mapping

Schedule C – Niagara Escarpment Plan Amendment application UA 54 mapping



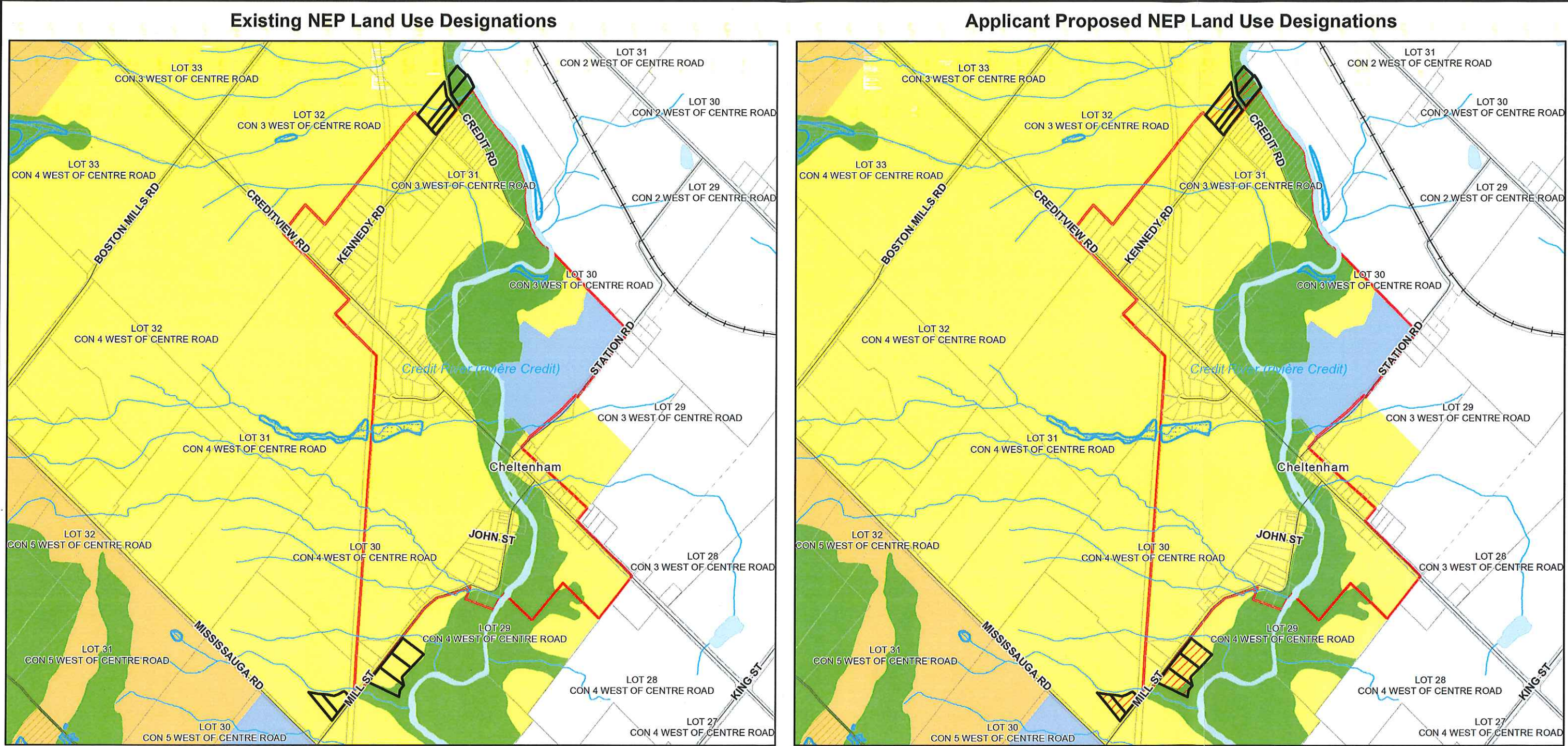
# Schedule A to Staff Report 2017-89





Urban Use and Site Specific Amendments - UA 53

Co-ordinated Land Use Planning Review



Caledon - Cheltenham

**Applicant:** Town of Caledon

**Proposal:** Minor enlargement or “rounding-out” of the current boundary of the Cheltenham Minor Urban Centre to include the subject lands.

**Staff Recommendation (Jan 2017):** That the Commission recommend to the Minister that the application should be approved.

Legend

Subject Property

Plan Designations

Escarpment Natural Area

Escarpment Protection Area

Escarpment Rural Area

Mineral Resource Extraction Area

Escarpment Recreation Area

Urban Area

Minor Urban Centre (MUC)

Niagara Escarpment Parks and Open Space System

Proposed MUC Additions

NOTE: The Niagara Escarpment Plan Designation boundaries shown on this map are approximate and subject to confirmation through Site Inspection and the application of the 'Interpretation of Boundaries' section of the Niagara Escarpment Plan.

This map is illustrative only. Base derived from various sources.

Map compiled and produced by the Geographic Information Systems (GIS) Department of the Niagara Escarpment Commission, Ministry of Natural Resources and Forestry.

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Printed on Jan 08, 2017

Niagara Escarpment Commission

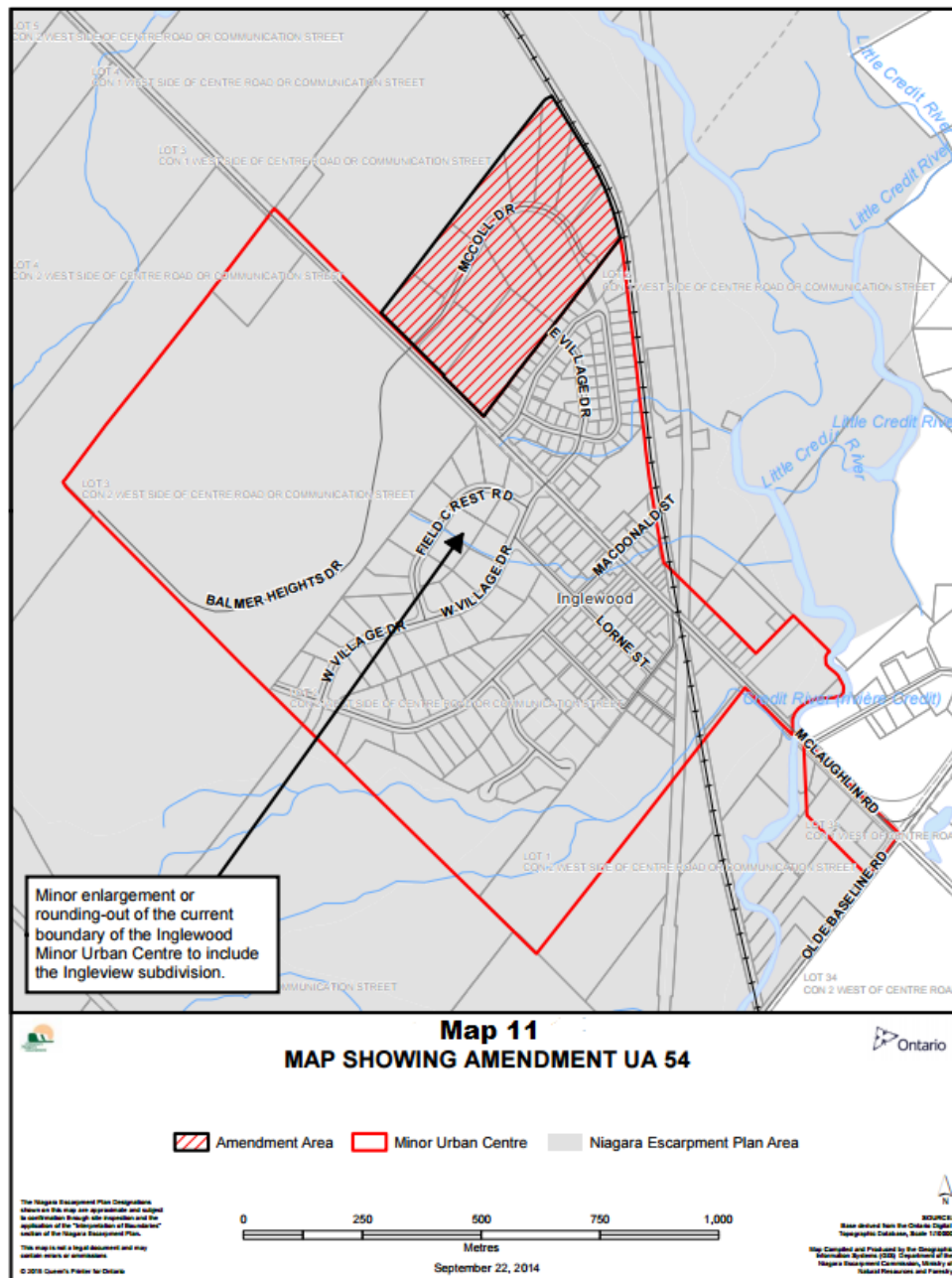
An agency of the Government of Ontario

Niagara Escarpment

Plan Review 2015



## Schedule C to Staff Report 2017-89





Heritage Caledon Report  
Monday, June 12, 2017  
9:30 a.m.  
Committee Room, Town Hall

Members Present:

Chair: J. Crease (absent)  
Councillor J. Downey  
B. Early-Rea  
Vice Chair: B. McKenzie  
V. Mackie  
S. Norberg  
D. Paterson  
M. Starr

Town Staff:

Council Committee Coordinator: D. Lobo  
Heritage Resource Officer: S. Drummond  
Heritage Coordinator: P. Vega

**CALL TO ORDER**

The meeting was called to order at 9:33 a.m.

**DECLARATION OF PECUNIARY INTEREST** – none.

**RECEIPT OF MINUTES**

The minutes from the May 8, 2017 Heritage Caledon meeting were received.

**REGULAR BUSINESS**

1. Requests for Part IV Designation

a. 10 Credit Street, Belfountain (Ward 1)

P. Vega, Heritage Coordinator, provided an update regarding the status of 10 Credit Street. She noted that Council be considering the matter on June 20, 2017.

b. 715 Bush Street

P. Vega, Heritage Coordinator, provided an update that the Notice of Intention to Designate was posted, no objections were received, and that the by-law will go to Council June 20, 2017.

2. Amendment to Part IV Designation By-law - none

3. Request to Alter a Heritage Designated Property – none

4. Request to List Non-designated Property on Heritage Register – none
5. Request to Demolish Structure on Listed Non-Designated Property – none
6. 2017 Designated Heritage Property Grant Program – Update

S. Drummond, Heritage Resource Officer, provided an update that Council approved the recommended Designated Heritage Property Grant Program recipients. Members of the Committee discussed having a new grant fund for 2017 and a Heritage Tax Refund Program.

7. Designated Property Owners survey

P. Vega, Heritage Coordinator, provided a copy of the suggested survey questions for review by Members of the Committee. The Committee suggested further revisions to be discussed further at a future meeting.

8. Site visit identification

Members of the Committee discussed and debated means of identification to have when visiting sites. The Committee expressed consensus for a Heritage Caledon Representative photo identification card and letter that includes contact information for Town staff.

9. Training Updates

- a. Headwaters Trail Summit

V. Mackie provided an update with regards to the Headwaters Trail Summit she attended. She described the composition of attendees, contacts made, Summit hike, and key takeaways.

- b. PAMA (Peel Art Gallery Museum) Training

B. Early-Rea provided an update with regards to the PAMA Training she attended. She described the training content, tours completed and takeaways. Vice Chair B. McKenzie advised that the next PAMA training session is scheduled for June 26, 2017.

10. Projects/Events Update

- a. Walking Tours

Vice Chair B. McKenzie advised that the outstanding walking tour guides are Palgrave, Belfountain and the second half of Alton. She noted Members of the Committee will continue to work on these guides.

- b. Caledon Day

V. Mackie provided a status update in regard to Heritage Caledon's booth preparation and set up for Caledon Day such as tables, flags and posters.

c. 150 for 150 Project

V. Mackie updated that B. McKenzie, D. Paterson and J. Crease have been taking additional photos of pre-1867 sites to complete the project.

Training Updates Continued

c. Ontario Heritage Conference

B. Early-Rea provided an update with regards to the Ontario Heritage Conference she attended in Ottawa. She described the conference theme, tours and activities, and key takeaways. S. Drummond noted the information obtained regarding the restoration of parliament buildings in Ottawa and discussion about cultural heritage.

**ADJOURNMENT**

On motion by M. Starr, the meeting adjourned at 10:50 a.m.



Heritage Caledon Report  
Monday, July 10, 2017  
9:30 a.m.  
Committee Room, Town Hall

Members Present:

Chair: J. Crease  
Councillor J. Downey  
B. Early-Rea  
J. Le Forestier  
Vice Chair: B. McKenzie  
V. Mackie  
H. Mason  
S. Norberg  
M. Starr

Town Staff:

Council Committee Coordinator: D. Lobo  
Heritage Resource Officer: S. Drummond

**CALL TO ORDER**

The meeting was called to order at 9:34 a.m.

**DECLARATION OF PECUNIARY INTEREST** – none.

**RECEIPT OF MINUTES**

The minutes from the June 12, 2017 Heritage Caledon meeting were received.

**REGULAR BUSINESS**

1. Requests for Part IV Designation

a. 10 Credit Street, Belfountain (Ward 1)

S. Drummond, Heritage Resource Officer, provided an update regarding the status of 10 Credit Street. She noted that the 30 day public objection period has begun. She indicated staff is pursuing discussions with Credit Valley Conservation Authority regarding road allowances.

2. Amendment to Part IV Designation By-law - none

3. Request to Alter a Heritage Designated Property – none

4. Request to List Non-designated Property on Heritage Register – none

5. Request to Demolish Structure on Listed Non-Designated Property – none

6. Susan Gallimore, Officer, Tourism and Community Development, Strategic Initiatives, provided an overview of her role and the Caledon Tourism Strategy. She identified heritage components of the existing strategy and further opportunities. She outlined the challenges for tourism in the Town and sought ideas for tourism development through heritage.

Members of the Committee asked questions and received responses from Ms. Gallimore and staff.

**The Committee recessed from 10:50 a.m. to 11:03 a.m.**

7. Designated Property Owners Survey

S. Drummond, Heritage Resource Officer, provided a final opportunity for Members to submit feedback. Members had no further comments.

8. Budget Update

S. Drummond provided an update regarding the operating budget, and the combined reserve fund and special events budget.

Chair J. Crease made comments with respect to the balance of the 2017 budget. The Committee discussed a variety of ideas for a Fall or Winter event.

**With general consensus from the Committee, the Chair altered the agenda to move Correspondence, following the Budget Update.**

**CORRESPONDENCE**

Members of Committee provided comments concerning the Memorandum to Council from Sally Drummond, Heritage Resource Officer, Community Services dated July 10, 2017 re: Caledon East Orange Lodge, and received responses from Staff.

Moved by: S. Norberg

HC-2017-12

That staff be directed to further investigate the feasibility of the future disposition of Caledon East Orange Lodge with respect to a multi-use structure for parks and recreation programming on town hall campus and a proposed youth centre in Caledon East, and report back on October 16, 2017.

Carried.

**With general consensus from the Committee, the Chair removed Training Updates from the agenda.**

9. Projects/Events Update

- a. Walking Tours

Vice Chair B. McKenzie advised that the outstanding walking tour guides are Palgrave, Belfountain and the second half of Alton. She noted Members of the Committee will continue to work on these guides.



b. Caledon Day

V. Mackie provided an overview of the 2017 Caledon Day. She inquired about potential venues to re-use the posters from Caledon Day, and received responses.

c. 150 for 150 Project

V. Mackie updated that B. McKenzie, D. Paterson and J. Crease have been taking additional photos of pre-1867 sites to complete the project.

d. Forest Ontario Nominations

Chair J. Crease provided an update in regards to the Forest Ontario Nominations. She indicated two trees in Caledon have been approved, and awaiting a third approval. She noted she is waiting for the plaques and certificates to be prepared.

**ADJOURNMENT**

On motion by S. Norberg, the meeting adjourned at 12:14 a.m.



## Office of the Chair

June 28, 2017

Resolution Number 2017-357

The Honourable Bill Mauro  
Minister of Municipal Affairs  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M5G 2E5

Marcia Wallace  
Regional Director  
Central Municipal Services Office  
Ministry of Municipal Affairs  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto ON M5G 2E5

Dear Minister Mauro and Ms. Wallace:

**Subject: The Ninth Line Lands Regional Official Plan Amendment – Request to Hold a Statutory Public Meeting**

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I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, June 22, 2017:

Resolution 2017-357

That a statutory public meeting and open house be scheduled for October 26, 2017, pursuant to subsection 17(15) of the *Planning Act* for the purpose of giving the public an opportunity to make representations in respect of a proposed Regional Official Plan Amendment (ROPA) to expand Peel's 2031 Regional Urban Boundary to include the Ninth Line Lands through a Municipal Comprehensive Review;

And further, that the public be invited to comment on the proposed expansion of Peel's 2031 Regional Urban Boundary to include the Ninth Line Lands on matters including but not limited to the draft ROPA;

And further, that a copy of the draft ROPA be forwarded to the appropriate agencies, the Ministry of Municipal Affairs, the cities of Brampton and Mississauga, and the Town of Caledon and all other municipalities adjacent to the Region of Peel for their review and comment;

And further, that prior to the statutory public meeting, staff be authorized to make appropriate adjustments to the draft ROPA and consultation procedures that may be necessary as a result of the 2017 Growth Plan released by the Province on May 18, 2017.

Yours Truly,



Frank Dale  
Regional Chair and Chief Executive Officer

FD:do

**Encl. – Draft Ninth Line Lands Regional Official Plan Amendment**

**Also sent to:**

Peter Fay, City Clerk, City of Brampton  
Crystal Greer, City Clerk, City of Mississauga  
Carey deGorter, City Clerk, Town of Caledon

c: Lorraine Graham-Watson, Commissioner, Corporate Services, Region of Peel  
Arvin Prasad, Director, Integrated Planning Division, Corporate Services, Region of Peel

**Niagara Escarpment Commission**

232 Guelph St.  
Georgetown, ON L7G 4B1  
Tel: 905-877-5191  
Fax: 905-873-7452  
www.escarpment.org

**Commission de l'escarpement du Niagara**

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Télécopieur 905-873-7452  
www.escarpment.org



Niagara Escarpment Commission  
An agency of the Government of Ontario

July 6, 2017

**To: Niagara Escarpment Plan Area Municipalities and Conservation Authorities**

**Re: Updated Niagara Escarpment Plan**

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As part of the provincial Co-ordinated Land Use Planning Review, the Ontario government recently finalized the Niagara Escarpment Plan (NEP), along with three other provincial land use plans: the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan. Together, these four plans guide growth, encourage complete communities, curb urban sprawl, and protect the natural environment across a large part of central and southern Ontario.

After extensive public consultation, the Ontario government released the final four plans on May 18<sup>th</sup>, 2017. The new NEP came into effect on June 1, 2017. All NEC development permit applications and plan amendments are now assessed according to the new plan's policies and maps.

Coinciding with the implementation of the new NEP, the Niagara Escarpment Commission (NEC) is also implementing a new operational strategy, which includes a renewed focus on customer service. Under the strategy, integrated teams have been assigned to provide full service delivery and support to clients and partners within designated geographic areas across the NEP area.

The new NEP and the NEC's new operational strategy were presented to the Commission at its June 2017 meeting. At that time, the Commission acknowledged the critical role municipalities and conservation authorities play in the stewardship and protection of the Niagara Escarpment, and in the NEC providing timely customer service to its clients. As such, the Commission passed a resolution directing NEC staff to review its development permit application process and return to the Commission at a later date with options to streamline the process, including ways to facilitate more timely comments from municipalities and conservation authorities on NEC applications.

With the government's release of the new NEP, the Commission's commitment to foster greater collaboration with its regulatory partners and the implementation of the NEC's new Operational Strategy, there is much positive change afoot. In order to better

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communicate this change—and to foster increased collaboration and continuous improvement with municipalities and conservation authorities—NEC staff is planning a series of interactive outreach sessions in fall 2017.

At each session, participants will be introduced to the NEC's new integrated teams and provided an outline of changes to the new NEP. Staff from the provincial Ministry of Natural Resources and Forestry will also be present and there will be an opportunity for participants to ask questions and to explore opportunities for further dialogue and collaboration. These sessions will be of most benefit to staff involved in land-use planning and landscape conservation. Further communications will be provided at a later date.

We look forward to connecting with you in the fall.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Ayotte', with a stylized flourish extending to the right.

David Ayotte  
Director  
Niagara Escarpment Commission