

October 19, 2021

**Public Comment Response**

**Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval Applications**

**Armstrong Planning and Project Management on behalf of Tribal Partners Canada Inc.  
12862 Dixie Road**

**Part Lots 21 and 22, Concession 3 EHS (Chinguacousy)**

**File No.: POPA 2021-0004, RZ 2021-0006 & SPA 2021-0012**

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**1. Agricultural Lands and Industrial Development**

**This land is designated Prime Agricultural Area for good reason and should stay so designated during this time of increasing pressure on agriculture and food security.**

**Agriculture land in Canada should be better protected to maintain a local source for the food we as a society need.**

**We support the expansion of the inclusion of the subject lands within the Mayfield West Rural service Centre.**

**The property includes Greenbelt and this makes this proposal all the more egregious. The OFA is currently pleading for Ontario to STOP PAVING FARMS. We are in the midst of a climate emergency and our supply chains have been demonstrated during this pandemic to be weak and tenuous. Why does Caledon council continue to allow the relentless conversion of farms to urban uses? We must have food sovereignty and enough land to grow our own supply rather than rely on foreign food supplies. Here in [REDACTED] we are proposing an urban boundary freeze and a moratorium on any further conversion of rural farms to urban use. I would suggest that Caledon do the same if you want our future generations to be able to feed themselves.**

**Agriculture land in Canada should be better protected to maintain a local source for the food we as a society need.**

**Caledon's white belt is a small part of Caledon and we need much more industrial development. So when the likes of these type developments are presented I truly believe we should roll out the red carpet and make them happen. They are so much better than strip malls, auto body shops and the like. And if you remember the early**

**80s the Armbro Execs had an offer in from Chrysler to build their assembly plant in Armbro's new industrial Park at Van Kirk and Bovaird....so while Armbro was sitting on their hands, an aggressive Bramalea Limited Team presented a second offer to Chrysler and we know where Chrysler ended up. So I really suggest Caledon dot the I's, cross the T's and make this happen sooner than later as the revenues to Caledon would be huge and the roads are already serviced and ready to go.**

**Industrial development should be accommodated within current municipal boundaries following high standards for water recovery and maximizing green surfaces (roofs). There is no excuse in this day and age for anything less.**

**I appreciate that we need industry and commerce to make the Canadian economy function properly. But, I believe the number and types of jobs created by the warehouse industry are not really suitable for this location. My suggestion, would be that the search continue to find an area closer to existing major logistics & transportation hubs that would be more convenient to both workers and suppliers.**

Response:

The Region of Peel is currently undertaking a Municipal Comprehensive Review as part of the Regional Official Plan Review, and this review will confirm where the appropriate locations are for settlement area boundary expansions. The proposed development will not be considered for approval until such time as the Region's Municipal Comprehensive Review is complete and the Peel 2051 Official Plan is approved and in effect.

The Province of Ontario released Amendment 1 to A Place to Grow: Growth Plan for the GGH that includes changes to the total population and employment forecasts for Peel. This amendment revised the planning Horizon from 2041 to 2051. The Region has initiated the Settlement Area Boundary Expansion Study because after accounting for intensification opportunities across Peel, there will be a need for new settlement boundary expansion lands to accommodate population and employment growth in the Town of Caledon.

The current draft mapping documents for the Region's Municipal Comprehensive Review and Settlement Area Boundary Expansion identify the subject lands as a possible location for employment uses. These documents are currently available through the Region of Peel website and are available for the purpose of public consultation. It should be noted, that any decision on this application must be made in accordance with the Regional Official Plan.

Until such time as the subject lands are brought into the Region of Peel's settlement area boundary, the proposed Official Plan Amendment to redesignate the subject lands to permit industrial land uses will not be advanced before Council.

## **2. Environment and Natural Heritage**

**The area of the proposal includes a forest/woodlot and parts of the Greenbelt where the Greenbelt follows and protects watercourses. We cannot afford to lose any forest**

**cover or any protection for water sources and watercourses during this time of climate change and loss of biodiversity.**

Response:

The Toronto and Region Conservation Authority (TRCA) regulates the area and also acts as technical advisor to the Town on environmental matters. The Toronto and Region Conservation Authority (TRCA) has reviewed the development proposal, and has requested updates to the development to ensure that all Greenbelt lands remain undeveloped. TRCA has also requested updates to the development plans to ensure that natural heritage features are buffered from development appropriately.

**3. Traffic and Transportation**

**This development will create even more traffic for Dixie Road. This will be an issue if the speed is not lowered from 80 km/hr to perhaps 60 km/hr as Mayfield Road is going east from Hurontario Street.**

**The proposed Highway 413 corridor in the vicinity of these lands is no excuse to give a pass to this bad e-commerce development proposal. The Highway 413 proposal is just that – proposed. It is by no means finalized.**

**There are already too many warehouses in this area leading to traffic chaos and pollution.**

Response:

The applicant has submitted a Traffic Impact Study (TIS) which has been reviewed by the Region of Peel and Town of Caledon Transportation Engineering staff. The development is being considered on the basis of existing transportation infrastructure and updates to the TIS have been requested, specifically to analyze the traffic impacts of the proposed development against a 10-year horizon. The development will not be approved until the Town and Region are satisfied that the development can be appropriately supported by transportation infrastructure in the area.