

May 7, 2021

**Public Comment Response**

**Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Application  
Humphries Planning Group c/o Rosemarie Humphries**

**0 Emil Kolb Parkway, 550 Glasgow Road, 600 Glasgow Road, 615 Glasgow Road, 13935  
Chickadee Lane, 13951 Chickadee Lane, 13977 Chickadee Lane, 13999 Chickadee Lane  
Part Lot 10, Concessions 5 and 6 (Albion)**

**File No.: POPA 2020-0001, 21T-20001C and RZ 2020-0004**

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**1. Impact on DeRose Avenue:**

**It is unclear from the notice whether the proposal includes changing the current access to DeRose from Emil Kolb. The plan enclosed with the notice fails to depict the current entrance. Can you please clarify?**

Response: DeRose Avenue is located to the south of the proposed development, no changes to the lands south of the development are currently proposed.

**2. Glasgow Road Right of Way, Bridge and Resurfacing:**

**Glasgow Road's Right of Way width varies from approximately 20m wide near Chickadee Lane to approximately 11m wide at the bottom of the hill as it turns south towards the Edelweiss soccer fields. The potential for Urban Reconstruction of the road that includes a sidewalk and bike lane is challenging given existing slope stability issues on the hill and river section. The lower section of roadway also passes through TRCA flood plain.**

**The one lane bridge is hazardous for several reasons: A one-way bridge for a well-used road is a safety concern in itself. As well, there is a high fence on the north side of the road immediately east of the bridge which makes the visibility impossible so this makes this hazardous to both cars from either direction and for pedestrians who might be on the bridge at a time when a car approaches. Thus one would hope that the Town would be concerned that increased traffic on foot or in vehicle would need to be addressed before increasing traffic flow in such circumstances. There may be options to improve the traffic flow and circumstances. Will these be considered before further development is permitted? Possible improvements might consider replacing the Heritage Bridge for a two lane bridge with increased visibility; clearing the roadbed on the western hill into the valley to include space for pedestrians on the sides.**

**Glasgow Rd. Resurfacing: The Infrastructure Costs Covered in the D.C. Calculation Services Related to a Highway study section that was undertaken by Watson & Associates Economists in 2019, states that Glasgow Rd. is scheduled for resurfacing and storm water mitigation measures in 2022 at a gross capital cost of \$3,414,309 in 2019 dollars. The project encompasses approximately 1 km. section of Glasgow Rd. starting at the intersection of Chickadee Lane and ending at the intersection of Deer Valley Dr. The project does not include sidewalks or street lighting for the pedestrians & cyclists from surrounding subdivisions who currently use this scenic section of road on a daily basis. Nor does it include sidewalks or street lights beyond the single lane heritage bridge crossing the Humber River to Hickman St.**

**Glasgow Rd. Bolton: There are many hundreds of people who currently use Glasgow Rd. as a walking, jogging & cycling route on a daily basis. Zancor's development proposal & future BRES proposals to the west will add many hundreds more. As the Town's & Zancor's GHD traffic studies are lacking many details to make Glasgow Rd. safe for "Active Transportation", the Town should commission a supplementary peer reviewed Traffic Study paid for by Zancor Homes. The Study should be undertaken by a consultant with no previous business dealings with the applicant. Whatever recommendations come out of this separate study should be incorporated into the Bolton Master Transportation Study Plan (BMTSP) and the approval process for Zancor's Region Official Plan Amendment (ROPA), Local Official Plan Amendment (LOPA) and Development Charges Bylaw (DCB).**

**Section 5.9.5.3.1 of the OP states "Any costs associated with design, road construction. and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate Development Charges. The Town will determine by agreement the design and associated costs.**

**There is currently no transportation expertise available to evaluate improvements necessitated by peak traffic numbers from 151 townhouses and three single detached dwellings using two 2 Minor Collector roads, one of which should be classified as a Scenic Road. Therefore a DCB Amendment cannot be properly assessed at this time.**

**Glasgow Rd. between the east end of the proposal and Hickman Street, a 1.4 km. section of road, includes two blind sight lines as it descends to the valley floor, another as it crosses the single lane heritage bridge, and three more between the bridge and Hickman Street.**

**Glasgow Road features a number of deer crossing paths between TRCA lands on the north side of Glasgow Road and private properties on the south side and TRCA lands on either side of the road as it descends into the valley.**

**Winter driving conditions on the hill section of Glasgow Road can be treacherous for both drivers and pedestrians.**

**There are currently no new sidewalks, lighting or road improvements proposed on Glasgow Road east of the proposal to Hickman Street.**

**There is no proposal to upgrade the single lane heritage bridge on Glasgow Road to accommodate additional traffic.**

**Drivers routinely exceed the 40 km/hr speed limit along the entire length of the street from Chickadee Lane to Hickman Street and routinely ignore the digital speed signs of 40Km./hr. installed on both sides of Glasgow Rd. in front of Dick's Dam park.**

Response: These comments were forwarded to the Applicant's Traffic Consultant to be addressed and will be reviewed by Town staff.

Town Engineering staff have requested further analysis of the traffic impact on Glasgow Road, from both a vehicular traffic and active transportation user standpoint from the consultant. The analysis of Glasgow Road will also address whether the existing single-lane bridge on Glasgow Road will be able to accommodate future traffic volumes associated with the proposed development.

Engineering staff have also requested that an internal sidewalk plan be provided and that a multi-use trail walkway be provided to connect between the developments internal sidewalk network and the sidewalk on Emil Kolb Parkway. The requested Traffic Impact Study updates appear to align with the concerns outlined above and once addressed, should resolve the concerns listed above.

The Town will continue to pursue opportunities during the design process for the future construction of Glasgow Rd from Chickadee Lane to Derry Valley Drive to identify and accommodate a pedestrian facility, however further work is required given the early stage of the process. It should be noted the Town's Transportation Master Plan currently recommends on road cycling with appropriate signage enhancements in place.

### **3. Impact on Emil Kolb Parkway**

**Will there be any noise mitigation measures to address the existing and increased noise associated with this development for existing lots on Emil Kolb Parkway? The traffic signal proposed on Emil Kolb parkway will increase noise due to trucks using jack breaks and the acceleration and deceleration of vehicles.**

The increase in traffic noise from the proposed subdivision is deemed to be insignificant to warrant any new or additional noise mitigation measures for the DeRose subdivision properties. Emil Kolb Parkway is under the jurisdiction of the Region of Peel and therefore,

the Town defers to the Region of Peel to address all noise related issues for Lots along Emil Kolb Parkway.

#### **4. Active Transportation**

**Current Traffic Studies:** These include the MMM Group's BMTPS, The Town of Caledon Transportation Master Plan October 2017 (CTMP), the Region of Peel Intersection Analysis for Bolton Residential Expansion Areas April 2016 & the Transportation Assessment for the Bolton Residential Expansion Regional Official Plan Amendment June 8, 2016. Unless I've missed it I didn't come across any traffic data or information referencing ROAB in any of these reports. Glasgow Rd. & Chickadee Lane, the two roadways encompassing ROAB, are both classified as Minor Collector road. Zancor's Traffic Study undertaken by GHD and submitted as part of both it's ROPA & LOPA applications, focuses on the impact of additional vehicular traffic from the proposed development at the intersection of Chickadee Lane & Emil Kolb Pkwy, while ignoring any impacts on Glasgow Rd. east of the proposal to Hickman St. Additional pedestrian & cyclist traffic from Zancor's residential proposal and future BRES proposals, including Rounding Out Area A (ROAA) (immediately to the west), will add to the number of pedestrians & cyclists using the road. The MMM Group's BTMPS Section 3.0 Assessment of Existing Conditions states that the average household size in Bolton is 3.3 persons. That average translates into an additional 508 people from the Zancor proposal added to the area of ROAB. Since TWH proposals usually attract young families that number could ultimately end up being in the 600 plus range. The lack of public transit in Bolton makes it necessary for most households to have at least 2 cars. Zancor's proposal would add a minimum of 308 (plus) vehicles to ROAB. Local residents' letter to the Region dated July 21, 2020, expands on the road safety concerns of the proposed development and future BRES developments to the west.

The BTMP, "conducted in line with the Municipal Class Environmental Assessment (EA) process ... requires the following to be undertaken: Phase 1: Identification of a problem, deficiency of opportunity; and Phase 2: Identification of alternative solutions to address this by considering the existing environment and establishing the preferred solution." Two of the stated goals of the CTMP include: "Creating a balanced transportation system that supports active and alternative transportation options; and Identifying and proposing ways to mitigate current and future road capacity issues."

The Town's Active Transportation Task Force (ATTF) stated goals are that it "works to create a safer community through the development of infrastructure such as sidewalks, bike lanes, crosswalks and complete streets. We also promote healthy living through active transportation ie. minimize motorized private transportation trips and encourage and facilitate human powered transportation for recreation and fitness. Complete Streets are streets that are safe for everyone: people who walk, bicycle, take transit or drive, and people of all ages and abilities. A Complete Streets policy ensures that transportation planners and engineers consistently design and operate street network for all road users, not only motorists." Glasgow Rd. east of Zancor's proposal

is largely tranquil & highly scenic but is compromised by a lack of infrastructure, poor sight lines and a single lane heritage bridge.

The Transportation Assessment for the Bolton Residential Regional Official Plan Amendment, June 2016, prepared by the Transportation Division, Public Works, Region of Peel Page 25 section regarding Proximity to Active Transportation Facilities states " Peel's Active Transportation Plan considers trips under 2 km. to be suitable for walking and trips under 7 km. to be suitable for cycling." Zancor's proposal is directly across the road from Jack Garrett Park soccer fields and less than 1 km. from the entrance to The Humber Valley Heritage Trail (HVHT) Dick's Dam Park, Foundry St. Park, the Edelweiss soccer fields and the Bolton Tennis Club. The soccer fields alone hosted between 1000-1300 players aged four and up pre Covid lockdowns and were accessed by either Glasgow Rd. or Deer Valley Dr. Seniors from The Region's Riverview Terrace building on Glasgow Rd. use the river section of Glasgow Rd. as a walking trail, often with the assistance of walkers & motorized scooters. The ATTF's definition of Active Transportation includes using a wheelchair or other non-powered device. Seniors from Riverview Terrace can often be seen walking on the wrong side of the road adjacent to the Humber River.

The Ontario Provincial Policy Statement PPS 1.6.7.4 (Page 23) Encourages Active Transportation. The only pedestrian friendly route from the Zancor proposal to the above noted venues that is short & can be considered recreational is via Glasgow Rd. directly east of the proposal. King St. West, heavily travelled by both autos and heavy trucks, does have sidewalks but is a longer route and cannot be considered restful or recreational.

Should this proposal be approved without appropriate measures taken to mitigate traffic safety concerns noted in this letter and the attached one below, the Town will have failed to meet PPS 1.7.7.4 or it's own stated ATTF goals.

Caledon's OP Transportation sections 5.9.3.4 & 5.9.5.4 address the need to preserve the scenic road character of Glasgow Rd. as it passes through environmentally sensitive lands. " Alternative transportation planning and design standards shall be explored and implemented, as appropriate, in order to recognize the form and character of existing historic communities, to preserve cultural heritage resources and to protect and enhance the natural environment. " The Transportation Objective is "To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas."

I frequently walk and hike in that area and have observed several issues of concern which I would need to be addressed in the area if there is to be an increase in population and traffic on the existing Glasgow Road. The road is very narrow and there is no space for pedestrians to safely walk down the hill into the valley. Many people already walk up and down the hill to attend the recreation facilities in the valley for soccer and tennis as well to attend the parks and the Humber Valley trail entrance.

As well present residents on the road access the town via this road. The safety issues should be considered. Visibility for vehicle travel is presently very poor, both on the winding road down to the valley as well as on the eastern end of Glasgow Rd.

**Active Transportation:** The Region of Peel Official Plan Section 5.9.10.1.2 Active Transportation Objectives seeks "To encourage and support the development of a safe, attractive, accessible and integrated network of pedestrian and bicycle facilities that enhances the quality of life, and promotes the improved health of Peel residents."

The Town of Caledon Trails Master Plan approved March 08, 2011, Section 101.0: Recommendations, states "Town owned lands and road right- of- ways that are considered surplus shall not be sold until it can be determined if they can be used to establish a trail link." This Recommendation was repeated in 2013 by the TRCA in their "Bolton Resource Management Tract, Management Plan Background Report Draft May 2013, Town of Caledon Trails Master Plan Update Recommendations, Appendix H: Section 10.0. I have identified an opportunity at this location to develop a trail connection between the Adam Wallace Park (Harvest Moon Subdivision) and the Humber Valley Heritage Trail in the Humber River valley. This can be readily and cheaply accomplished by utilizing an existing access point from Humbershed Street to connect with the Emil Kolb Parkway roundabout pedestrian crossing, hence connecting directly to the closed Glasgow Road ROW and the valley. I have brought this opportunity to the attention of our Town of Caledon Parks Dept. and to our West Bolton SNAP project team where I am an active participant. I have heard strong advocacy for trails and links between our disparate subdivisions by our Counsellors, especially between the table lands and the downtown valley. This trail will be a community linking opportunity with low cost and high potential. Let's not lose this opportunity. Please advise me of how the Town of Caledon plans to accommodate Section 10.0 of the Town of Caledon Trails Master Plan as it applies to the Glasgow Road ROW.

Glasgow Road is a popular walking, jogging and cycling route for area residents. It draws people from surrounding valley streets, the Valleyview Estates subdivision immediately south of Chickadee Lane, and Harvest Moon Drive subdivisions on the west side of Emil Kolb Parkway. Seniors from the 53 unit Riverview Terrace, a Region of Peel seniors' building at 121 Glasgow Road and River's Edge adult condominium at nearby 60 Ann Street, often walk along the winding Humber River stretch on lower Glasgow Rd. A new 73 unit Brookfield Devpt. condominium is currently under construction at 50 Anne Street will attract additional pedestrians

The Bolton Wanderers Soccer Club's regular season is between May and the end of September. According the club's registrar, it hosts between 1000 to 1300 players from ages four and up in soccer fields at Jack Garrett Park near the top end of Glasgow Road, Dick's Dam Park along the Humber River, and Edelweiss soccer fields in the valley. This number includes the following groups whose activities have been restricted in 2020 due to provincial COVID-19 regulations.

- Recreation program - 650 to 750 children
- Women's & Men's league - 250 to 300 adults
- Competitive U13 to U18 Competitive league - 250 to 300 children comprising teams who practice twice per week against outside teams who bring in additional traffic.
- U8 to U12 Competitive kids who have 6 home festival games every other Saturday that can typically bring in an additional 300 spectators.

The Edelweiss parking lot is too small to handle the number of cars these games bring in and the overflow has no choice but to ignore the No Parking signs on Glasgow Road and Deer Valley Dr.

The Bolton Tennis Club located at 330 Glasgow Rd. adjacent to the Edelweiss soccer fields hosted 135 members in 2019.

In the summer children walk and cycle the Glasgow hill, often without helmets and on occasion skateboard down it or snowboard in the winter.

When weather permits, motorcyclists out for a country drive cruise along Glasgow Road, following the Humber River from Queen St. N. (Hwy. 50) and Hickman Street, up the hill to Chickadee Lane and exit onto Emil Kolb Parkway.

Humber Valley Heritage Trail Association (HVHTA) hikers park their cars at Edelweiss and access the trail directly across from the Bolton Tennis Club at 330 Glasgow Road. When the Edelweiss and Jack Garratt parking lots are closed for the season, trail and park users park their cars either in front of the park gates or along Glasgow Rd. and Deer Valley Dr.

Some individuals have either personally experienced or witnessed numerous vehicular traffic accidents with oncoming traffic at Glasgow Rd. blind sight lines or on the single lane heritage bridge. We have also witnessed and or are aware of vehicles that have plunged into the Humber River and over the steep embankment near the top of the Glasgow hill.

**Conclusion - This flawed development proposal needs more study, specifically in regards to road safety on the 1 .4 km. stretch of Glasgow Rd. between the east end of the Zancor proposal to Hickman St. The undersigned oppose the above noted Urban Boundary Expansion and Draft Plan of Subdivision applications by Zancor Homes (Bolton) Ltd. pending the results of a peer reviewed Traffic Impact Study to be commissioned by the Town of Caledon. The study needs to address and provide solutions to all the traffic safety concerns noted above. Given current provincial restrictions regarding social distancing during the COVID-19 crisis, many commuters are either not working or working from home and the Bolton Wanderers Soccer is temporarily shut down. The Town's review should take these factors into account when under-taking its study.**

Response: These comments were forwarded to the Applicant's Traffic Consultant to be addressed and will be reviewed by Town staff.

Engineering staff have requested further analysis of the traffic impact on Glasgow Road, from both a vehicular traffic and active transportation user standpoint. Engineering Staff have requested that a Multi-Use Trail walkway be established to connect the internal sidewalk network of the proposed subdivision with Emil Kolb Parkway, as close as possible to the roundabout.

The Town will continue to pursue opportunities during the design process for the future construction of Glasgow Rd from Chickadee Lane to Derry Valley Drive to identify and accommodate a pedestrian facility, however further work is required given the early stage of the process. It should be noted the Town's Transportation Master Plan currently recommends on road cycling with appropriate signage enhancements in place.

## **5. Environmental Impacts and Stormwater Management**

**Environmental Impact Study: The identification of existing environmental problems and identification of alternative solutions in the case of ROAB and Glasgow Rd. in particular have not been addressed in the BTMP or Zancor's GHD Traffic Study. As the road is in the Environmental Protection Area (EPA) of the Town it should require an Environmental Impact Study before proceeding with any "reconstruction work".**

**Improved storm water management on the hill will impact water quality, especially from winter road salting, for Humber River fish habitat. Caledon's Official Plan (OP) sections 3.2.5.10.4 and 3.2.5.12.4 state "The quality and quantity of surface water entering Core Fishery Resource Areas shall be maintained and, where appropriate, enhanced and restored, to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry. The quality and quantity of surface water entering Valley and Stream Corridors shall be maintained, and, where appropriate, enhanced and restored to the satisfaction of the Town, the relevant Conservation Authority, the Niagara Escarpment Commission, where applicable and the Ministry of Natural Resources and Forestry".**

**Under the heading Natural Slopes OP sections 3.2.5.15.1 and 3.2.15.2 state "The Town encourages the conservation of steep slopes and slope instability areas. Slopes which form part of a Valley and Stream Corridor are designated EPA in accordance with Section 3.2.4.4 and are subject to the detailed policies of Section 5.7 of this Plan. In all other instances, slopes which form part of Supportive Natural Systems and Linkages shall be assessed regarding their contribution to ecosystem form, function and integrity. Based on this assessment, such slopes may be excluded from development and placed in an appropriate restrictive designation, such as EPA."**



Response: The location of Street C/Glasgow Road is already disturbed by the existing closed municipal road allowance. The Glasgow Road lands are outside of the Greenbelt Plan and are located outside of key natural heritage and key hydrologic features. The vegetation protection zone of the Greenbelt Plan does not apply to Street C as it is outside of the Greenbelt Plan. As technical advisors to the Town, the TRCA found that the proposed 10m setback instead of the 30m vegetation protection zone is appropriate in this location.

Stormwater management was considered through the Environmental Impact Study and Functional Servicing Report. As technical advisors to the Town, the Toronto and Region Conservation Authority (TRCA) is in the process of reviewing the proposed stormwater management (SWM) methodologies to ensure that SWM measures are appropriately designed and incorporated into development designs to achieve both development and environmental goals. The Town will continue to work with the TRCA to ensure that the stormwater management is designated appropriately on the site.

## **6. Planning Application Evaluation**

**The Region never gave notice of a public meeting in regards to Zancor's ROPA-(ROP-20-001) application and now local residents are being notified of new Zancor applications without having had the opportunity to be heard on ROPA (ROP-20-001). The Zancor Homes applications for an Official Plan Amendment, Draft Plan of Subdivision and Zoning By-law Amendment on its Glasgow Rd. & Chickadee Lane properties have been submitted with The Town of Caledon having no Secondary Plan policies in place for the BRES lands that the Zancor properties are a part of. Please advise how the Town plans to evaluate these applications within a 180 day time frame of their submission that would include a public forum. After this period has lapsed Zancor has the option of appealing their applications to the LPAT as mandated under The Planning Act. If this were to occur local residents would again be shut out of the opportunity to voice their concerns based on the rules of the Act.**

Response: The time to process an application is dependent on a number of factors including the quality and timeliness of the submission(s) by the applicant to address comments of various departments and agencies. The Town is hosting a Residents Meeting on April 29, 2021 and will be hosting a Public Meeting in June. While the applicant will have the ability to appeal a non-decision to the Local Planning Appeal Tribunal (LPAT) if a decision is not made within the appropriate timeframe, this does not always occur. Residents are able to participate in LPAT appeals/hearings by taking interest in and attending the hearings and/or requesting for party or participant status in a hearing.

The applications will be reviewed against the Provincial Policy Statement, applicable Provincial Plans, Region of Peel Official Plan (including ROPA 20), the Town of Caledon Official Plan and the various sets of standards, guidelines and other processing/policy documents in the Town.