

April 22, 2021

Project: CE2.CL

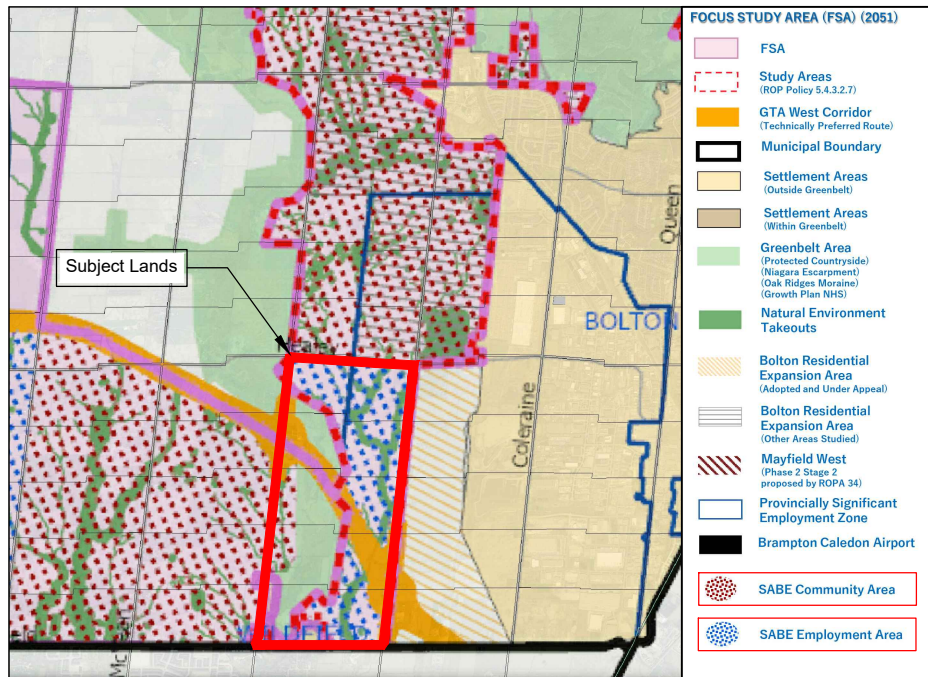
**VIA EMAIL**

Planning and Growth Management Committee  
Region of Peel  
10 Peel Centre Drive  
Brampton, ON  
L6T 4B9

**RECEIVED**  
**April 22, 2021**  
REGION OF PEEL  
OFFICE OF THE REGIONAL CLERK

**Re: Peel 2041+ Official Plan Review Settlement Area Boundary Expansion**

SGL Planning & Design Inc. (SGL) represents Solmar Developments who own lands in the concession block bound by Mayfield Road, The Gore Road, Healey Road, and Humber Station Road. The subject lands are included within the proposed Settlement Area Boundary Expansion of the Peel 2041+ Official Plan Review, as shown on **Figure 1**.



**Figure 1: MAP 8 SABE Concept Extract**

REFERRAL TO \_\_\_\_\_  
RECOMMENDED \_\_\_\_\_  
DIRECTION REQUIRED \_\_\_\_\_  
RECEIPT RECOMMENDED  \_\_\_\_\_

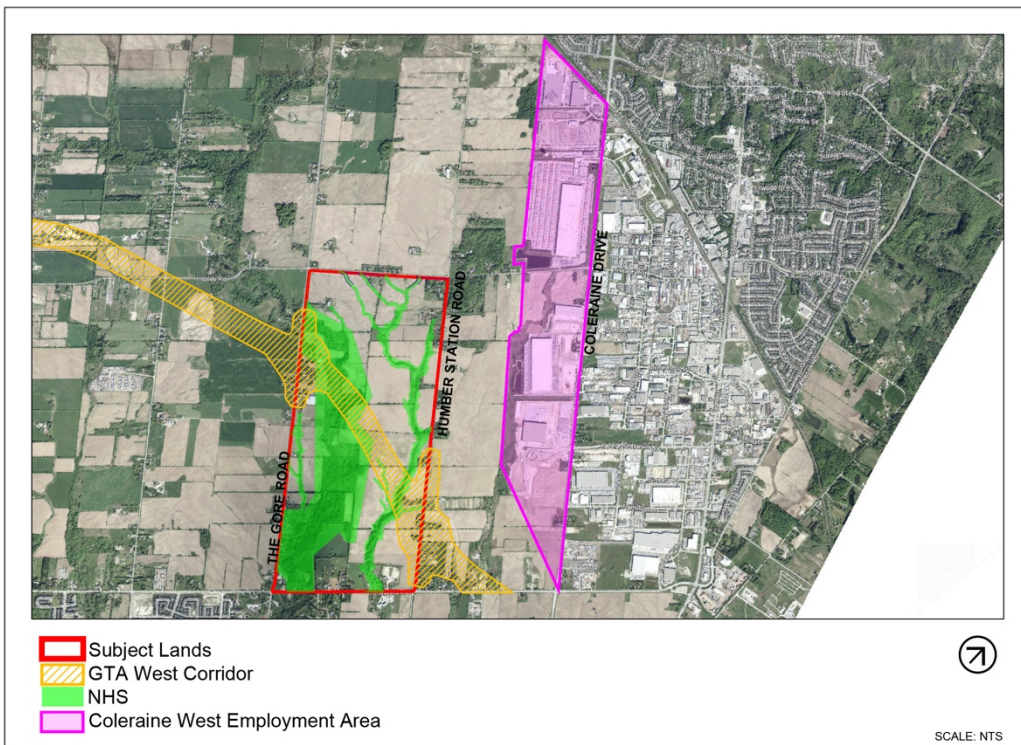
The proposed Settlement Area Boundary Expansion concept identifies the subject lands east of the Greenbelt Plan area as SABE Employment Area, as shown on **Figure 1**.

The Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings report prepared by Hemson Consulting Ltd. dated December 10, 2020 noted the Community Area lands west of Bolton between Mayfield Road and the GTA West corridor:

*“represent the logical westward expansion of Bolton without the need to “leapfrog” a major Greenbelt features. The area would also be closely connected to residential areas in Brampton to the south. The area is suitable for the extension of water, wastewater, and transportation infrastructure...”*

Hemson’s findings regarding servicing is consistent with Municipal Servicing analysis for the subject lands by Schaeffers Consulting Engineering dated March 10, 2021, which determined there is extensive water supply and wastewater collection infrastructure in the surrounding area, and these services can easily be extended into the concession blocks west of Humber Station Road.

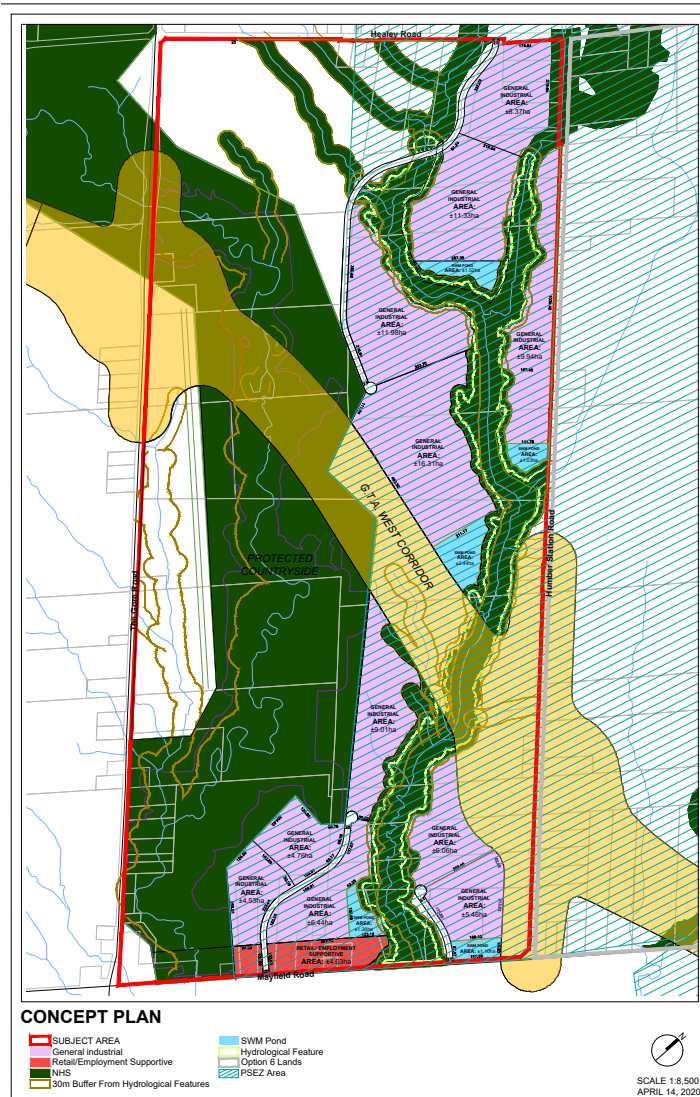
As shown on **Figure 2**, the extensive Natural Heritage network in this concession block breaks the area up into long fingers of developable lands.



**Figure 2: Natural Heritage Features and Developable Land**

Although the extensive NHS is quite conducive to creating an extensive trail system in a residential setting, the irregular shape of the developable lands is not conducive for the creation of large continuous block of employment land which is typically required for logistic and manufacturing operations.

As shown on **Figure 3**, the combination of the planned GTA West Corridor and the extensive north-south stream corridors prevent the development of an efficient employment road network on the subject lands, resulting in the need for numerous cul-de-sacs and single loaded roads. Some of these roads are a 1.2 km long, which is an inefficient use of infrastructure, expensive to build and increases the long term life-cycle costs for the municipality. As well, a 1.2 km long cul-de-sac creates issues for access for emergency vehicles if the road is blocked.



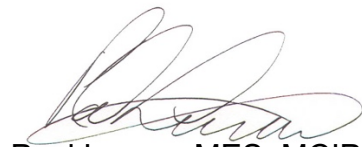
**Figure 3: Humber Station West - Industrial Concept**

When compared to what is emerging in the Coleraine West Secondary Plan on the west side of Coleraine Drive as shown in **Figure 2** with large logistics operations, the majority of the lots are narrow and irregular in shape, which will cause difficulties in accommodating a large warehouse or industrial use. As a result, these lands would be not viable for the modern types of logistics and industrial users currently seeking industrial lands due to the narrow and irregular shaped lots.

In addition, the proposed Settlement Area Boundary Expansion proposes Community Area lands to the north and west of the subject lands. With existing/planned residential to the south and east, the subject lands will nearly be surrounded by community uses on all sides.

With planned residential uses surrounding the subject lands, the irregular shape of developable land due to the natural heritage features, and the inability to support a large employment blocks efficiently, it is our opinion the subject lands are more appropriate for SABE Community Areas and urge the Region to consider the subject lands for community uses. If the GTA West Corridor is not extended through this concession block, the lands are even less sustainable for employment and are constrained by the distance to a major 400-series highway.

Yours very truly,  
**SGL PLANNING & DESIGN INC.**



Paul Lowes, MES, MCIP, RPP

c.c. Adrian Smith, Region of Peel  
Solmar Development Corp.  
Sylvia Kirkwood, Town of Caledon