



January 15, 2020

Region of Peel  
10 Peel Centre Drive  
Brampton, ON  
L6T 4B9

**Attention: Tara Buonpensiero**

Dear Tara Buonpensiero,

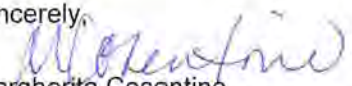
**RE: Region of Peel Official Plan Amendment (ROPA) 34 - Mayfield West Phase 2 Stage 2**

Thank you for the opportunity to comment on proposed amendment to expand the Mayfield West Rural Service Centre boundary to include the Mayfield West Phase 2 Stage 2 lands.

Town of Caledon staff offers the following comments:

- The total area for Mayfield West Phase 2 - Stage 2 (MW2) is referenced differently at times – either 105 ha or 110 ha, however, in the October 2017 Growth Management Report, specifically in the Land Budget, MW2 total area is identified as 110 ha. Town staff suggest consistency between numbers.
- To ensure consistency between population figures, Town staff suggest revisions to page 4 and page 9. The total population and jobs is approximately 7500.
- This sentence - "The Planning Justification Report concludes that the land needs assessment work undertaken to date has confirmed that additional settlement expansion beyond the 105 hectares of developable land included in ROPA 34 will be required to accommodate 2041 growth allocations." – could be revised to make it clearer for readers.
  - Suggested revision - "The Planning Justification Report concludes, that the land needs assessment work undertaken to date, established that the settlement expansion of 105 hectares of developable land in ROPA 34 is required to accommodate 2041 growth allocations."

Sincerely,

  
Margherita Cosentino  
Community Planner, Policy  
Policy and Sustainability  
**TOWN OF CALEDON**

**Buonpensiero, Tara**

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**From:** Hanson, Nicole <nicole.hanson@peelsb.com>  
**Sent:** December 19, 2019 4:08 PM  
**To:** Buonpensiero, Tara  
**Cc:** Vidovic, Branko; Joanne.Rogers@dpcdsb.org  
**Subject:** Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment 34 - Request for Comments

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Dear Tara,

The Peel District School Board has no comments for further processing the proposed Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment 34 (ROPA 34).

I trust this is satisfactory.  
Respectfully,

**Nicole Natalie Hanson, MES (Pl.)** |  
Planning Officer - Development  
Planning and Accommodation Support Services  
Peel District School Board  
a 5650 Hurontario Street, Mississauga  
t 905-890-1010 ext. 2217 | e [nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com)

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**Buonpensiero, Tara**

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**From:** Dave Simpson <consultation@alderville.ca>  
**Sent:** November 25, 2019 2:07 PM  
**To:** Buonpensiero, Tara  
**Subject:** proposed Mayfield West Phase 2 Stage 2 Regional Official Plan Amendment34

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Thank you for the notice of the open house and public meeting for the proposed official plan amendment for the Region of Peel. Alderville First Nation is not in the Peel Region for consultation so we won't be forwarding any comments on the official plan amendment.

Thank you

Dave Simpson  
Alderville First Nation  
PH: 905 352-2011  
CELL: 905 375-5480  
consultation@alderville.ca

SENT VIA EMAIL January 6, 2020

Region of Peel  
10 City Centre Drive,  
Brampton, ON  
L6T 4B9



**CORRECTED**

**ATTN: Regional Clerk Kathryn Lockyer**

**Regarding : Written Submissions to the Record of ROPA 34**

Dear Ms. Lockyer,

Per the instruction heard at the ROPA 34 Region of Peel Public Meeting on December 12, 2019, please receive the following as the VRA's written submission to the record within the January 6, 2020 submission deadline.

After receiving the Minister of Environment's Part II Order request announcement of December 12, 2019, we reviewed our documentation. (Attached in full is our copy addressed to myself on behalf of the VRA). The Minister declined our request for an individual assessment for the ***Widening of McLaughlin Road, Construction of a new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange Project.***

We came across an executive summary received from a Ministry of Labour Investigation we initiated earlier in the summer of 2019 into the safety of Ontario employees (specifically Town of Caledon Fire Fighters & Regional Emergency Services Workers) that would have need to use the gate allowing passage to an unaware 410 northbound stream of traffic on a blind curve during emergencies when the Valleywood off-ramp is blocked due to an accident at the only other access /egress for Valleywood; the off-ramp intersection.

Please see the hatched area of the MoL FOI Exec. Summary (attached) that indicates the Deputy Fire Chief testified the highway would require closure before Emergency workers (Plus patients?) would be able to safely use the gate to make a U-turn southbound to the nearest hospital(s).

Please now go to page 3 of the Decision Table (within Initial Attachment) from the Minister's decision. The last topic in column "B" tells us ***"The Ontario Provincial Police and the Town of Caledon Emergency Services were consulted with during the project planning and indicated that the proposed project is not expected to cause any safety issues."***

***Not Expected?*** We were of the understanding that emergencies tend to be ***unexpected*** by nature; hence the need of ***Fire & Emergency Services is to expect the unexpected.***

There seems to be a discrepancy between professional opinions...

**HOW CAN WE JUSTIFY** making citizens wait for us to close down highways while they are having heart attacks, car accidents or any other loss of life occurrences involving fires because of a poor infrastructure design?

**HOW CAN WE NOT JUSTIFY** the required additional time (15 minutes?) to shut down & purge #10 north AND south between the Snelcrest gate & Old School Road, PLUS the 410 in both directions between Mayfield & Valleywood off-ramp to protect human life during an emergency?

We have requested the documentation regarding the complete last section of Page 3, column "B" as it does not "dovetail" with the MoL document.

If the documentation received from the Minister of Environment indicates no information of the 410/#10 gate at the end of Snelcrest needing "**HIGH WAY 410** closed" before it is used, we clearly have an EAA Section 34 concern.

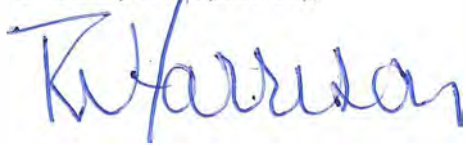
We understand that we are unable to appeal the Minister's decision, however, we consider this MoL FOI information "new & relevant".

The Minister of Environment's response in paragraph 4 states *The Municipal Class Environmental Assessment is a process by which the Town (& I will now include the Region by way of this ROPA 34 process), plans and develops projects of this type, **including evaluating alternatives**, assessing environmental effects, developing mitigation measures, and consulting with the public without having to obtain approval from me and the Lieutenant Governor in Council for each individual project.*

Given that the Ministry of Transportation has indicated the preferred route as S5-10 on September 19, 2019, perhaps the ultimate solution would be to build both the development on the west side of Hwy #10 AND S5-10 concurrently as this would resolve all concerns.... The existing route has lasted only 10 years... The MTO has had the required lands reserved for S5-10 since Q2 of 2011.... Given that the original design only opened in Q2 of 2009, it seems 410 Phase III has always been a concerning design.

We request please, that the ROPA 34 file remain open for additional relevant documentation regarding this human safety issue.

Sincerely & Respectfully,



Rob Harrison  
Director, Valleywood Resident Association

Cc: Nancy Dinardo, President

Attachments

**CORRECTION ABOVE**



Ministry of the Environment,  
Conservation and Parks

Ministère de l'Environnement,  
de la Protection de la nature et des  
Parcs

Office of the Minister

Bureau du ministre

777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
Tel.: 416-314-6790

777, rue Bay, 5<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél. : 416-314-6790



DEC 12 2019

357-2019-2934

Mr. Rob Harrison  
Director  
Valleywood Resident Association  
65 Brookstone Court  
Caledon ON L7C 1C9

Dear Mr. Harrison:

Thank you for your interest in the Widening of McLaughlin Road, Construction of new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange Project, as proposed by the Town of Caledon. I welcome your comments on this project.

On July 22, 2019, you requested that the Town be required to prepare an individual environmental assessment for the project. I am taking this opportunity to inform you that I have decided that elevating the project to an individual environmental assessment is not required.

In making this decision, I have given careful consideration to the project documentation, the provisions of the Municipal Class Environmental Assessment, the issues raised in your request, and relevant matters to be considered under section 16 of the Environmental Assessment Act.

The Municipal Class Environmental Assessment is a process by which the Town plans and develops projects of this type, including evaluating alternatives, assessing environmental effects, developing mitigation measures, and consulting with the public, without having to obtain approval from me and the Lieutenant Governor in Council for each individual project.

The Municipal Class Environmental Assessment has itself been subject to review and approval under the Act, which determined, in part, that the application of the Municipal Class Environmental Assessment process would enable the Town to meet the intent and purpose of the Act. The Town has demonstrated that it has planned and developed this project in accordance with the provisions of the Municipal Class Environmental Assessment. I am satisfied therefore that the purpose of the Act, "the betterment of the

Mr. Rob Harrison

Page 2.

people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment," has been met for this project.

Despite my not requiring an individual environmental assessment be prepared, in reviewing the request and project documentation, it was noted that the ministry had not completed its review of the noise assessment report at the time the Town issued the Notice of Completion for the project. In order to ensure any comments or concerns the ministry identifies with respect to the noise assessment report are addressed, I am imposing the following conditions on the project:

1. The Town shall continue to work with the ministry during detailed design to address any comments or concerns the ministry has with the noise assessment report.
2. The Town will submit a written report to the Director, Environmental Assessment and Permissions Branch, on how it has fulfilled condition 1.

The concerns raised, together with the reasons for my decision, are set out in the attached table. I am satisfied that the issues and concerns have been addressed by the work done to date by the Town, or will be addressed in future work that is required to be carried out.

With this decision having been made, the Town can now proceed with the project, subject to the conditions I have imposed and any other permits or approvals required. The Town must ensure it implements the project in the manner it was developed and designed, as set out in the project documentation, and inclusive of all mitigating measures, and environmental and other provisions therein.

Again, I would like to thank you for participating in the Class Environmental Assessment process and for bringing your concerns to my attention.

Sincerely,



Jeff Yurek

Minister of the Environment, Conservation and Parks

Attachment

c: Kant Chawla, Senior Transportation Planner, Town of Caledon  
EA File No. 19067 – McLaughlin Road Widening and Spine Road Construction

Ministry of the Environment,  
Conservation and Parks

Office of the Minister

777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
Tel : 416-314-6790

Ministère de l'Environnement,  
de la Protection de la nature et des  
Parcs

Bureau du ministre

777, rue Bay, 5<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél 416-314-6790



DEC 12 2019

357-2019-2934

Mr. Kant Chawla  
Senior Transportation Planner  
Community Services Department  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6  
Kant.chawla@caledon.ca

Dear Mr. Chawla:

On July 22, 2019, I received one Part II Order request asking that the Town of Caledon be required to prepare an individual environmental assessment for the proposed Widening of McLaughlin Road, Construction of new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange project.

I am taking this opportunity to inform you that I have decided that an individual environmental assessment is not required. This decision was made after giving careful consideration to the issues raised in the request, the project documentation, the provisions of the Municipal Class Environmental Assessment, and other relevant matters required to be considered under subsection 16(4) of the Environmental Assessment Act.

Despite my not requiring an individual environmental assessment be prepared, in reviewing the request and project documentation, it was noted that the ministry had not completed its review of the noise assessment report at the time the Town issued the Notice of Completion for the project. In order to ensure any comments or concerns the ministry identifies with respect to the noise assessment report are addressed, I am imposing the following conditions on the project:

1. The Town shall continue to work with the ministry during detailed design to address any comments or concerns the ministry has with the noise assessment report.



Mr. Kant Chawla  
Page 2.

2. The Town will submit a written report to the Director, Environmental Assessment and Permissions Branch, on how it has fulfilled condition 1.

The reasons for my decision may be found in the attached table. In the interest of transparency, I encourage you to make this letter available to the greater public on the Town's website.

With this decision having been made, the Town can now proceed with the project, subject to the conditions I have imposed and any other permits or approvals required. The Town must ensure the project is implemented in the manner it was developed and designed, as set out in the project documentation, and inclusive of all mitigating measures, commitments and environmental and other provisions therein.

Lastly, I would like to ensure that the Town understands that failure to comply with the Act, the provisions of the Municipal Class Environmental Assessment, and failure to implement the project in the manner described in the planning documents, are contraventions of the Act and may result in prosecution under section 38 of the Act.

I am confident that the Town recognizes the importance and value of the Act and will ensure that its requirements and those of the Municipal Class Environmental Assessment are satisfied.

Sincerely,



Jeff Yurek  
Minister of the Environment, Conservation and Parks

Attachment

c: Requester  
EA File No. 19067 – McLaughlin Road Widening and Spine Road Construction

## Widening of McLaughlin Road, Construction of new East-West Spine Road and Modifications to Highway 410/Hurontario Street Interchange

### Minister's Review of Issues Raised by Requesters

Issue	Response and Analysis
<p>The project's design does not consider the impact of the proposed residential community, nor the larger Mayfield West Phase 2 development community.</p>	<p>The Town considered the impacts of the proposed residential community through a number of planning studies including the:</p> <ul style="list-style-type: none"> <li>• Mayfield West Phase 2 Secondary Plan;</li> <li>• Mayfield West Phase 2 Transportation Master Plan; and</li> <li>• widening of McLaughlin Road (this project)</li> </ul> <p>The Mayfield West Phase 2 Secondary Plan was undertaken to implement new population and employment growth. The plan identified the need for creating mixed use compact communities, walkability and having a transit/transportation plan. This plan provides information about the area's existing drainage conditions, mapping, proposed grading, storm and stormwater design, sanitary/water servicing and natural heritage features.</p> <p>The Mayfield West Phase 2 Transportation Master Plan was identified as part of the Secondary Plan. The Mayfield West Phase 2 Transportation Master Plan further considered proposed public transit, active transportation, and parking strategy for the Mayfield Secondary Plan area.</p> <p>This project (including the widening of McLaughlin Road) was identified in the Mayfield West Phase 2 Transportation Master Plan to support transportation needs in the study area. The project's alternatives considered the impacts on the proposed residential community (approximately 834 homes). The Environmental Study Report's evaluation criteria (Social/Land Use/Cultural Environment) considered impacts to the existing property as well as compatibility with future land uses. The Town will continue to consult with the developers building the Mayfield West Phase 2 Secondary Plan development during detailed design.</p> <p>Ministry staff are satisfied that Town considered the impacts of the project on the proposed residential community and followed the requirements of the Class Environmental Assessment.</p>
<p>Sound readings in the study area are already at maximum levels and new traffic will worsen this</p>	<p>Information about noise levels was presented at the July 5, 2018 Public Information Centre. The information identified that the need for mitigation should be determined based on outdoor living area sound levels, and mitigation would be</p>

Issue	Response and Analysis
<p>according to information presented at the Public Information Centre.</p>	<p>required if there is an increase greater than 5 dBA or if the future build sound levels exceed 65 dBA, according to the Ministry of Transportation's Noise Guide. The proponent presented its noise modeling results at the Public Information Centre and found that the project's predicted noise increase is below 5 dBA. The proponent also found that the future build sound levels at five receivers were above the 65 dBA threshold.</p> <p>The requester's concern is about the noise levels being above 65 dBA, as this was presented at the Public Information Centre. The proponent explained to the requester at the Public Information Centre that these exceedances were based on the most exposed façade and not on the outdoor living area. In each case for the five receivers, the outdoor living area sound levels are expected to be below the 65 dBA threshold. Given that the predicted sound levels are below 65 dBA and the increases are less than 5 dBA, noise mitigation is not a requirement for the project.</p> <p>As part of the Class Environmental Assessment planning process, the Town provided the ministry with an opportunity to review the noise assessment report. The ministry was reviewing the noise assessment report at the time the Town issued the Notice of Completion for the project.</p> <p>The ministry is satisfied that the requester's concern was addressed by the Town and that the Town met consultation requirements by providing the ministry with an opportunity to review the noise assessment report. However, a condition is imposed requiring the Town to continue to work with the ministry following the decision on the Part II Order request to address any comments or concerns the ministry may have with the noise assessment report.</p>

Issue	Response and Analysis
<p>Project's impacts to air quality:</p> <ul style="list-style-type: none"> <li>increased exhaust and particulate matter when 400 series highway vehicles are forced to stop and merge with local traffic at signal lights.</li> <li>lack of efficient vehicular movement due to the proposed signal light at Old School Road north of the Valleywood community.</li> </ul>	<p>The Town did not prepare an air quality assessment as part of the Class Environmental Assessment. The Town indicated that existing air quality conditions in the area will change once the Mayfield West Phase 2 Secondary Plan area is developed and as such felt that an air quality assessment was not necessary.</p> <p>The ministry advised the Town that an air quality assessment should be conducted during detailed design and recommended that the assessment include emissions and modelling impacts compared against Ambient Air Quality Criteria and Canadian Ambient Air Quality Standards. The Town pre-emptively prepared an air quality impact assessment during the review of the Part II Order request (September 2019) and proposed mitigation measures during construction. Ministry technical staff reviewed the Air Quality Impact Assessment and have no outstanding concerns, and a further air quality report during detailed design will not be necessary.</p> <p>Ministry staff are satisfied that the Town has considered the project's air quality impacts to mitigate potential issues.</p>
<p>Concerned that the project would restrict fire and emergency services access leading to safety issues within the Valleywood Community.</p>	<p><b>Not applicable to the Class Environmental Assessment Process.</b></p> <p>The purpose of the project is to examine the study area at a broader level, with a focus on the new proposed Spine Road, the widening of McLaughlin Road and the modifications to Highway 410/Hurontario Street Interchange. The project does not include analyzing specific issues within local streets in the community.</p> <p>The Town is aware of the concerns regarding emergency access into the Valleywood community and is continuing to work with Caledon Fire to address these issues.</p> <p>The Ontario Provincial Police and Town of Caledon Emergency Services were consulted with during the project planning and indicated that the proposed project is not expected to cause any safety issues.</p>



Operations  
 Division Occupational  
 Health and Safety

## Event Information Form

Page 1 of 1

Event Date	Event Time	Response Date	Response Type	Last Assigned To	Event ID
2019-Jul-17	12:00 AM		No Field Visit	Hughes, Nick (4471)	04544NMXM311
OHS Case ID	Lead Inspector			Case Status	
04471NPXP917	Hughes, Nick (4471)			Closed	
Notification Date	Notification Time	Notification Method		Event Originator	
2019-Jul-17	09:56 AM	Telephone		Girard, Daniel (4544)	
Event Type / Sub-type	No. of Workers Involved	No. of Workers Affected	High Profile	Hot Issue Report Issued	
Complaint			No	No	
<u>Event Reporter(s)</u>					
Type	Name	Telephone	Anonymity Requested		
Public - Complainant	Harrison, Robert	(647) 225-5762	No		
<u>Event Contact(s)</u>					
Type	Name	Telephone	Anonymity Requested		

## Reported Employer / Constructor

unknown

## Event Location

Brookstone Ct &amp; Snelcrest Dr, Caledon, ON L7C 1B5

## Event Information

Concerns of H&S: There is a chainlink fence and locked gate (locked with a combination lock - Called believes combination is available from MTO or Caledon) between the event location intersection and HWY 410/10. There is an issue with visibility and velocity of the HWY traffic in a transition zone from 400 series to regular traffic coming upon the emergency vehicle access lane where the emergency vehicles are making a sharp RT as LT turns are impossible due to concrete barrier. The Complainant has further information and documentation on the issue and would like to have the inspector call them. Complainant states that he spoke to MU Manager and an Inspector. The complainant also states the employers which could be affected are FD, PD, EMS, MTO Roadworkers, etc...

## Event Details and Conclusion

Case ID 04471NPXP917

2019-Aug-26 11:44 AM Hughes, Nick (4471)

Complaint regarding workers exposed to fast moving traffic when entering the highway from access gate located at Highway 410 and Highway 10 near Valleywood Blvd / Snelcrest Drive in Caledon area. Spoke with Caledon Deputy Fire Chief - stated that emergency services would only access/use the gate in the event of an emergency and in this case the highway would be closed. Spoke to two representatives from the Ministry of Transport. MTO stated that workers who access the gate do so for maintenance or to repair damage. Access is infrequent and workers have been instructed to continue through community roads to access highway and are not permitted to access highway from gate location. Contacted complainant to provide details.

Event entered into ICE on: 17-Jul-2019 10:28 AM

Event entered into ICE by: Girard, Daniel (4544)

Report printed on: 23-Sep-2019 10:34 AM

Report printed by: Bhowmik, Payel (4069)