



Council Meeting Minutes
Tuesday, September 29, 2009
9:00 a.m.
Council Chambers, Town Hall

Mayor M. Morrison
D. Beffort
N. deBoer
A. Groves (arrived at 9:11 a.m.)
G. McClure (arrived at 9:09 a.m.)
R. Paterak (left at 11:40 a.m. – municipal business)
J. Payne (absent – personal business)
A. Thompson
R. Whitehead

Chief Administrative Officer: D. Barnes
Deputy CAO/ Chief Financial Officer/ Director of Corporate Services/: R. Kaufman
Director of Administration/Town Clerk: K. Landry
Solicitor: P. de Sario
Director of Planning and Development: M. Hall
Acting Director of Public Works and Engineering: L. Koehle
Manager of Policy: T. Salter
Senior Policy Planner: M. Williams
Senior Policy Planner: O. Izirein
Senior Policy Planner: K. Kurtz
Senior Transportation Planner: K. Chawla
Manager of Economic Development/Communications: N. Lingard
Communications Specialist: L. Johnston

1. **CALL TO ORDER**

The Mayor called the meeting to order at 9:02 a.m.

2. **APPROVAL OF AGENDA**

Moved by R. Paterak – Seconded by D. Beffort

621-2009

That the agenda for the September 29, 2009 Council Agenda be approved.

Carried.

3. **DISCLOSURE OF PECUNIARY INTEREST** – None stated.

4. **COUNCIL WORKSHOP**

Moved by R. Paterak – Seconded by D. Beffort

622-2009

That Council convene into Council Workshop.

Carried.

1. **Achieving the Provincial Growth Plan Greenfield Density Target – Implications for Planning in Caledon**

Todd Salter, Manager of Policy and Kathie Kurtz, Senior Policy Planner presented the following and distributed a revised handout which included 3 additional slides:

Key Policy Drivers and Basis Documents: Greenfield Density Target

Mandatory Conformity Requirements:

- Bill 136, The *Places to Grow Act*, and the Provincial Growth Plan
- Draft ROPA 24 –Proposed Amendment to the Regional Forecasts, Regional Structure and Growth Management Policies of the Region of Peel Official Plan

Basis Documents:

- Ministry of Energy and Infrastructure (formerly Ministry of Public Infrastructure Renewal) Built Boundary for the Growth Plan for the Greater Golden Horseshoe 2006, Released in 2008
- Region of Peel Growth Management Discussion Paper, Places to Prosper 2009

- Town of Caledon Official Plan Amendment 203 endorsed by Council August 1, 2006 and November 6, 2007
- Town of Caledon Population and Employment Forecasts and Allocations Draft Phase 3 Report, June 16, 2006

Basis for Caledon Population and Employment Forecasts:

Town of Caledon Population and Employment Forecasts and Allocations Draft Phase 3 Report, June 16, 2006 and OPA 203

Caledon Population Forecasts based on:

- 2021: maintaining the average unit growth that had occurred over the last 10 years (approx. 600 units per year) and maintaining the current population forecast for 2021 of 84,444
- 2031: Four Options evaluated ranging from 88,000 to 114,000 and Option C at 108,000 was preferred (approx. 800 units per year)

Caledon Employment Forecasts based on:

- Achieving a 45% activity rate. ie. 45 jobs per 100 residents

Regional Population and Employment Allocations:

- Addition of 4.2% census undercount to OPA 203 numbers
- Proportional reduction to meet provincial population and employment targets

The Built Boundary Mapping was reviewed. It was noted that all Greenfield areas in the Region must collectively achieve 50 persons and/or jobs per hectare.

Caledon Greenfield Areas:

Designated Greenfield

- Bolton
- Mayfield West
- Caledon East
- Palgrave Estates

Settlement Expansions

- Bolton
- Mayfield West
- Alton

ROPA 24 requires the Area Municipalities to plan to meet 50 persons/jobs per hectare by 2031.

PPC LOPA Caledon will plan to meet 50 excluding Palgrave Estates Residential Community.

Town Growth Forecasts and Associated Land Area Requirements if Density Target is Met

| Growth on Greenfield Lands | 2006 | 2031 | Total Growth | Greenfield Growth | Area (ha) at 50 p/j/ha |
|---------------------------------------|-------------|-------------|---------------------|--------------------------|-------------------------------|
| Employment Growth | 21000 | 48000 | 27000 | 26461 | 529 |
| Note: Source: ROPA 24 Fig. 15 Table B | | | | | |
| Population Growth | 59551 | 111000 | 51449 | 49907 | 998 |
| Total | | | | 76368 | 1527 |
| Palgrave Estates Subtracted | | | | 2266 | 45 |
| Growth Without Palgrave Estates | | | | 74102 | 1482 |

Note: 2031 Population per ROPA 24 Table 3
 Population includes census undercount and ROPA 24 reduction
 Bolton intensification (population and population related jobs) subtracted from total growth = Greenfield Growth

Town Growth Forecasts and Associated Land Area Requirements if Density Target is Met
 (Employment Land Employment and Population and Population-Related Employment Growth)

| Growth on Greenfield Lands | Total Growth (Bolton) | Intensif. Greenfield Growth | Area (ha) at 50 p/j/ha |
|---|------------------------------|------------------------------------|-------------------------------|
| Employment Lands Employment Growth | 18700 | 18700 | 374 |
| Population-Related Employment Growth | 8300 | 539 | 7761 |
| Total Employment Growth | 27000 | 539 | 26461 |
| Population Growth | 51449 | 1542 | 49907 |
| Population-Related Employment Growth | 8300 | 539 | 7761 |
| Total Population and Population-Related Employment | 59749 | 2081 | 57668 |
| Palgrave Estates Subtracted | | | 2266 |
| Population and Population-Related Growth Without Palgrave Estates | | | 55402 |
| | | | 1108 |

Source for Employment Growth by Type: Table 5 of PROPR Employment and Employment Land Discussion Paper August 2009.
 Population includes census undercount and ROPA 24 reduction.

| <u>Designated Greenfield Areas</u> | Area (ha) | Density |
|---|------------------|----------------|
| Bolton | | |
| Employment Lands | 248 | 22 |
| Mayfield West | | |
| Mayfield West Phase 1 (no intensification) | 437 | 33 |
| Fernbrook Subdivision | 21 | 43 |
| Residential Policy Area A | 37 | 11 |
| Total | 495 | |
| Caledon East | 138 | 42 |
| Total without Palgrave Estates | 881 | |
| Palgrave Estates | 822 | 3 |
| Total with Palgrave Estates | 1703 | |
| Expansion Area Available without Palgrave Estates | | 601 |
| Expansion Area Available with Palgrave Estates | | -176 |

| <u>Designated Greenfield Areas – Employment Lands</u> | Area (ha) | Density |
|---|------------------|----------------|
| Bolton | | |
| Employment Lands | 248 | 22 |
| Mayfield West Phase 1 | | |
| Employment Lands | 206 | 21 |
| Total | 454 | |
| Expansion Area Available: 374-454= | -80 | |

| <u>Designated Greenfield Areas – Residential and Population-Related Employment</u> | Area (ha) | Density |
|--|------------------|----------------|
| Mayfield West Phase 1 (no intensification) | 231 | 44 |
| Fernbrook Subdivision | 21 | 43 |
| Residential Policy Area A | 37 | 11 |
| Total | 289 | |
| Caledon East | 138 | 42 |
| Total without Palgrave Estates | 427 | |
| Palgrave Estates | 822 | 3 |
| Total with Palgrave Estates | 1249 | |
| Expansion Area Available without Palgrave Estate | | 681 |
| Expansion Area Available with Palgrave Estates | | -96 |

| <u>Proposed Settlement Expansions</u> | Gross Area (ha) | Density |
|---------------------------------------|------------------------|----------------|
| Bolton | | |
| Employment Lands Expansion | 251 | 22 |
| North Hill Supermarket | 2 | 57 |
| Post 2021 residential Expansion | 174 | Assumes 78 |
| Total | 427 | 45 |

Introduction and Background:

- The County of Dufferin is undertaking a Municipal Class Environmental Assessment for the proposed South Arterial Road (SAR), being Dufferin County Road 109, from Highway 10, east to connect with Highway 9.
- The study was initiated as a result of a Multi-Party Agreement between Dufferin, Caledon and Peel (2003), which stated that an EA should be initiated within three years of completion of the SAR to determine the need for the eastern extension.

Studies Completed:

- South Arterial Road (SAR) Class EA, September 1991
- Highway 10 Preliminary Design Report (PDR), July 2002
- Design-Build (DB) Studies (various), 2005

Construction Completed:

- Riddell Road, from Broadway to Townline, by Orangeville (2000+)
- County Road 109, from Townline to Highway 10, by Dufferin (2003-5)
- Highway 10 improvements, by MTO (2000) and Dufferin County (2005)

This project is being completed as a Schedule "C", Municipal Class EA (MEA 2000, as amended in 2007) and are presently in Phases 1 and 2 of the process. Completion of Phases 3 and 4 of the Environmental Assessment process will be contingent on discussions with MTO.

Problem/Opportunity Statement:

- Orangeville and the surrounding area is experiencing population and employment growth that will increase traffic volumes and congestion on area roads.
- Safety conditions, roadway capacity and intersection operations will deteriorate without roadway improvements.

As presently configured, the east-west roadway network in the immediate and surrounding area of the SAR Eastern Extension will approach capacity by the end of the planning horizon (2029).

Traffic/Determining Needs:

Traffic Observations:

- 70-80% of Westbound local traffic on Hwy 9 at Hwy 10 continue Westbound on South Arterial Road.
- 70-80% of Eastbound local traffic on South Arterial Road at Hwy 10 continue Eastbound on Hwy 9.
- 40±% of Eastbound through traffic at Hwy 10/South Arterial Road continue Eastbound on Hwy 9 (25± vehicles during PM peak hour) i.e. *infiltration traffic*.
- 25±% of Westbound through traffic at Hwy 10/South Arterial Road came from Hwy 9 (25± vehicles during PM peak hour) i.e. *infiltration traffic*.
- Comparison of before/after volumes indicates 20±% reduction of traffic on Broadway after opening of South Arterial Road.
- Weave problems occasionally occur on Hwy 10 between Hwy 9 & Broadway.

Intersection Capacity:

- Hwy 9 / Hwy 10 intersection at capacity in 20 years and would benefit from an additional West Bound left-turn lane.
- Hwy 9 / Hwy 10 West Bound-North Bound channelization is at/near capacity now.
- Hwy 10 / South Arterial Road intersection will operate at an acceptable level of service through the planning period. An additional North Bound left turn lane may be required as traffic demands on South Arterial Road increase.
- Hwy 10 / Broadway intersection at/near capacity now and will experience significant congestion in the future, which may cause further traffic diversion to South Arterial Road.
- MTO Hwy 10 Traffic Report identifies the need for 6 lanes on Hwy 10 between Broadway & Hwy 9.

Alternative Solutions:

- Do Nothing - Bench mark position for comparative purposes.

- **Manage Growth:** This alternative would involve revising current planning policies with the aim of influencing future economic growth and development in the general vicinity of the study area.
- **Improve Other East-West Road Corridors within the Vicinity of the Study Area -** Improve other east-west corridors (e.g., County Road 109, Townline, Broadway).
- **Safety/Operation/Intersection Improvements to Existing Intersections -** Improvements to existing intersections such as Hwy 9/Broadway, Hwy 9/10 and CR109/Hwy10, traffic calming measures and/or re-direction of traffic on local roads.
- **Improve Public Transit/Travel Demand Management Measures -** Improve and encourage the use of public transit and/or Travel Demand Management.
- **South Arterial Road Eastern Extension -** Extending CR109 from Hwy 10 to Highway 9.

| | Alternative Solutions Evaluated | | | | | |
|---|------------------------------------|---------------------|--|---|--|--|
| | Do Nothing | Manage Growth | Improve other Existing East-West Road Corridors within the Vicinity of the Study Area (CR 109, Townline, Broadway) | Safety/ Operational/ Intersection Improvements (Hwy 10/Broadway, Hwy 9/10, CR109/Hwy 10, traffic calming, traffic re-direction) | Improve Public Transit/Travel Demand Management Measures | SAR Easterly Extension (CR109), from Highway 10, East to Highway 9 |
| Criteria for Evaluation | | | | | | |
| Natural Environment (designated sites/species, water quality and quantity, floodplain lands, terrestrial habitat, aquatic habitat) | Most Preferred | Most Preferred | Partially Preferred | Partially Preferred | Most Preferred | Partially Preferred |
| Socio-Economic/Cultural Environment (planning provisions, emergency access, heritage resources, noise, air quality, land) | Least Preferred | Partially Preferred | Partially Preferred | Partially Preferred | Partially Preferred | Most Preferred |
| Financial Factors (estimated capital costs, including restoration, estimated operation and maintenance costs) | Most Preferred | Most Preferred | Least Preferred | Partially Preferred | Least Preferred | Least Preferred |
| Technical Factors (traffic operations, accommodation of future growth, technical safety, transit network, road jurisdiction) | Partially Preferred | Least Preferred | Partially Preferred | Partially Preferred | Partially Preferred | Most Preferred |
| Addresses Problem | No (Long Term) Yes (Short Term) | No | Partially | Partially | No | Yes Not required (Short Term) |
| Recommended Solution | Carried forward | Not practicable | Not carried forward | Carried forward as part of recommended solution | Not carried forward | Carried forward with aim of protecting ROW |

Preliminary Preferred Solution:

- In the short term (i.e. 10-20 years), the existing road network is adequate to convey traffic.
- Traffic calming measures are suggested now on Rolling Hills Drive/McCannell Road to minimize traffic infiltration.
- Further improvements to pedestrian crossings, particularly for school children, are suggested now on Hwy 9 near Rolling Hills Dr.

- MTO may wish to assess capacity of the Hwy 10/Broadway intersection and weave conditions on Hwy 10 north of Hwy 9.
- Monitor capacity/operations at regular intervals.
- Soon, parts of the Hwy 10 corridor will experience heavy congestion. Consideration may be given now to protecting for a new corridor as the option to improve Hwy 10. Monitoring capacity/operations at regular intervals is suggested.

Alignment Concept Comparison:

- "Realign Highway 9" – Alignments 1A, 1B
 - Implies NEW Highway 9 (i.e. needs MTO support)
 - Removes through traffic from Hwy 9 residential area
 - Facilitates through traffic flow
 - Increases weave lengths
- "Extend SAR" – Alignments 2A, 2B
 - Maintains road jurisdictions
 - Carries highway traffic through residential area
 - Lower overall level of service compared to Alignment 1A & 1B

Preliminary Preferred Alignment Concept:

- General preference for a future alignment with direct connection (i.e. similar to Alignments 1A and 1B) has been identified. This would ultimately remove through traffic from Highway 9 residential area, facilitate traffic flow and increase weave lengths. A direct connection generally implies a new Highway 9.
- The selection of a preferred alignment will be undertaken during Phases 3 and 4 of the Class EA process. Before an alignment can be selected endorsement will be required from MTO. Discussions with MTO will be ongoing with regard to the project and the potential jurisdictional issues.

Proposed Next Steps:

- Review and finalize preferred solution in light of input / comments received from review agencies and the public information centre.
- Prepare Summary Report to document Phase 1 and 2 of Class EA process.
- Initiate MTO discussions.

Councillor Paterak indicated that a notice of motion will come forward to a future Council meeting regarding the option preferred by the Town of Caledon.

3. Caledon Business Centre Plan

Kelly Darnley and Kim Seipt from the Caledon Chamber of Commerce presented the following:

History:

- Driven to offer service by market demand ie: it was an expectation
- Partnered with the Town of Caledon Library to make an application to Industry Canada's Community Access Program for approximately \$320,000
- Caledon Chamber used \$32,000 of that money to launch a Community Access Program location
- Community Access Program shut down and the Chamber migrated with the computers/customer service training to launch a Self-Help centre with Ministry of Economic Development and Trade.
- Approached Council for \$10,000 to support the annual cost of the office space to offer public service
- Self-Help centres progressed into Small Business Enterprise Centres and the Chamber received support from Premier Eves towards becoming a satellite centre of Brampton's Small Business Enterprise Centre
- Caledon Chamber moves to store front location (from a second storey location) and increases space dedicated to public

Agencies involved:

Caledon Chamber of Commerce
Province of Ontario
Town of Caledon
City of Brampton

Profit & Loss 2009:

| | |
|--------------------|----------|
| Rent | \$10,200 |
| Wages and Benefits | 13,776 |
| Utilities | 1,200 |
| Cleaning | 450 |
| Mileage | 400 |
| Printing | 2,100 |
| Total Expenses | \$28,126 |

Profit & Loss 2009:

| | |
|------------------|-------------|
| Town of Caledon | \$15,000.00 |
| City of Brampton | 5,000.00 |
| Total Grants | \$20,000.00 |
| Total Expenses | \$28,126.00 |
| Total Deficit | \$ 8,126.00 |

The Caledon Business Centre exists to support Caledon's start up businesses as well as assist small businesses to grow successfully.

The benefit to everyone is a strong economy and vibrant job creation.

Our Function:

The primary function of the Caledon Business Centre satellite office in Bolton is:

- Greeting clients and making them comfortable in our facility.
- Responding to telephone inquiries.
- Introduce clients to our resources
- Assist as required with registration
- Ask pertinent questions with the intent of booking a consultation or referring to Brampton

Consultations:

- Make the appointment
- Log the information
- Transfer information to Brampton
- Make reminder calls and fill spaces if necessary
- Greet clients on the appointment day
- Prepare monthly statistics for Brampton
- Maintain data base for follow-up

In The Community:

Annual Grade 8 Entrepreneurial Fair - Ellwood Memorial Public School

- Meet with teachers and principal
- Speak to students to discuss their ideas and business plan
- Further meetings to follow up with students
- Attend the fair and judge the entries
- Follow up with school staff
- Attend end of year ceremony to announce the winner.

Other:

- Keep our information wall /pamphlets up to date
- Research new information
- Liaise with Brampton
- Attend meetings and seminars with Brampton
- Maintain the website.
- Marketing events
- Prepare quarterly newsletter information

Seminars Presented 2009:

- Small Business Enterprise Centre Alumni Networking Meeting
- Essential Skills for the Changing Workplace
- Branding
- Back up your business data

- Ask the Expert
- Franchising in Canada

Bridges Event:

- Complete funding request
- Organize the event
 - Find a location
 - Find quality speakers and meet with them to discuss the day.
 - Set the agenda for the day
 - Liaise with venue re: refreshments and set up
 - Prepare marketing materials
 - Advertise
 - Maintain data base of attendees
 - Accounts Payable and Accounts Receivable
 - Report to Government

Note: In 2008 the Caledon Business Centre did not receive funding from the province.
In 2009 the Caledon Business centre will not be receiving funding from the province.

2008 Statistics - Caledon Business Centre

| | Year Total |
|-----------------------|------------|
| Telephone Calls | 244 |
| Walk Ins | 174 |
| Total Inquiries | 418 |
| Businesses Registered | 62 |

2009 Statistics to date

January - September

Client Contacts

| | |
|-----------------|-----|
| Telephone Calls | 155 |
| Walk Ins | 139 |
| E-mail | 7 |
| Total Inquiries | 301 |

Small Business Enterprise Centre

| | |
|-----------------------|----|
| Businesses Registered | 52 |
|-----------------------|----|

Where do we go from here?

- The Chamber needs to operate without a deficit
- The Small Business Enterprise Centre has requested that we start assuming the workshops for Caledon clients

NOTE: Consideration should be given to having Brampton clients attend seminars to be hosted by Caledon. An analysis of the funding formula should be completed together with a review of how to best deliver the service. Further, Brampton should provide a document that analyzes and outlines any concerns regarding the current delivery of services so the Chamber can respond effectively.

Moved by N. deBoer – Seconded by D. Beffort


623-2009


That Council rise out of Council Workshop.

Carried.

7. ADJOURNMENT

On verbal motion moved by Councillor Whitehead and seconded by Councillor McClure, Council adjourned at 12:23 p.m.


Marilyn Morrison, Mayor


Karen Landry, Clerk

(Seal of the Town of Caledon is visible in the background)