

FINAL, REVISED

AUGUST 10, 2010

**DELEGATION NOTES of ROB HARRISON
to the TOWN OF CALEDON COUNCIL
Representing the
VALLEYWOOD RESIDENT ASSOCIATION**



Good evening and thank you for hearing our delegation.

OVERVIEW

The current population projections for Mayfield West indicate 26,838 people will live and work in Mayfield West by the year 2031. This number reflects 9 times the current population of Valleywood and Valleyview combined and is not reflective of “temporary population” that will be present at the proposed regional mall on a regular basis from surrounding areas.

The current traffic study for the same area, however, projects only to the year 2016. This exposes a 15 year gap in the full circle planning of Mayfield West.

Our position is that there should be a **traffic needs study** providing at least a **20 year projection**, with the target logic looking **50-70 years in advance**. We believe the Town agrees with this stance.

There is only one remaining tract of land available left in the Mayfield West area that could provide a route of least resistance for through-bound, long-haul traffic linking Hwy #10 with the 410 via the proposed GTA West Corridor.(Show map of Heartlake, Dixie, Mayfield, GTA West block).

The noise and lights generated by transports & other through-bound traffic is a proper fit with these employment lands within this block that would flank this proposed transportation link. In fact, this logic would convert the typical employment lands into **high profile industrial** lands because the businesses would get premium exposure.

This being said, in order to ensure a proper plan that does not short change future generations, two things must happen:

- 1) Land use designations should be **temporarily** placed on hold for these subject lands and
- 2) A **traffic needs study** must be undertaken with a 20 year vision to ensure compatibility with population allocations for the same area.

ADDITIONAL ITEMS...

- The moratorium could be done at a Municipal/Regional level and therefore would not require support from the Province.
- the cost to initiate would be negligible.
- the cost to exit would be nil as the moratorium would simply expire.
- property values on the subject lands would likely increase because of projected interest in the area.
- land owners would not be out of pocket for the required lands by way of a typical cost sharing agreement.
- ultimately, *the matches would be kept away from the gasoline* because the heavy through-bound traffic would be routed away from the central community of Mayfield West.

SUMMARY

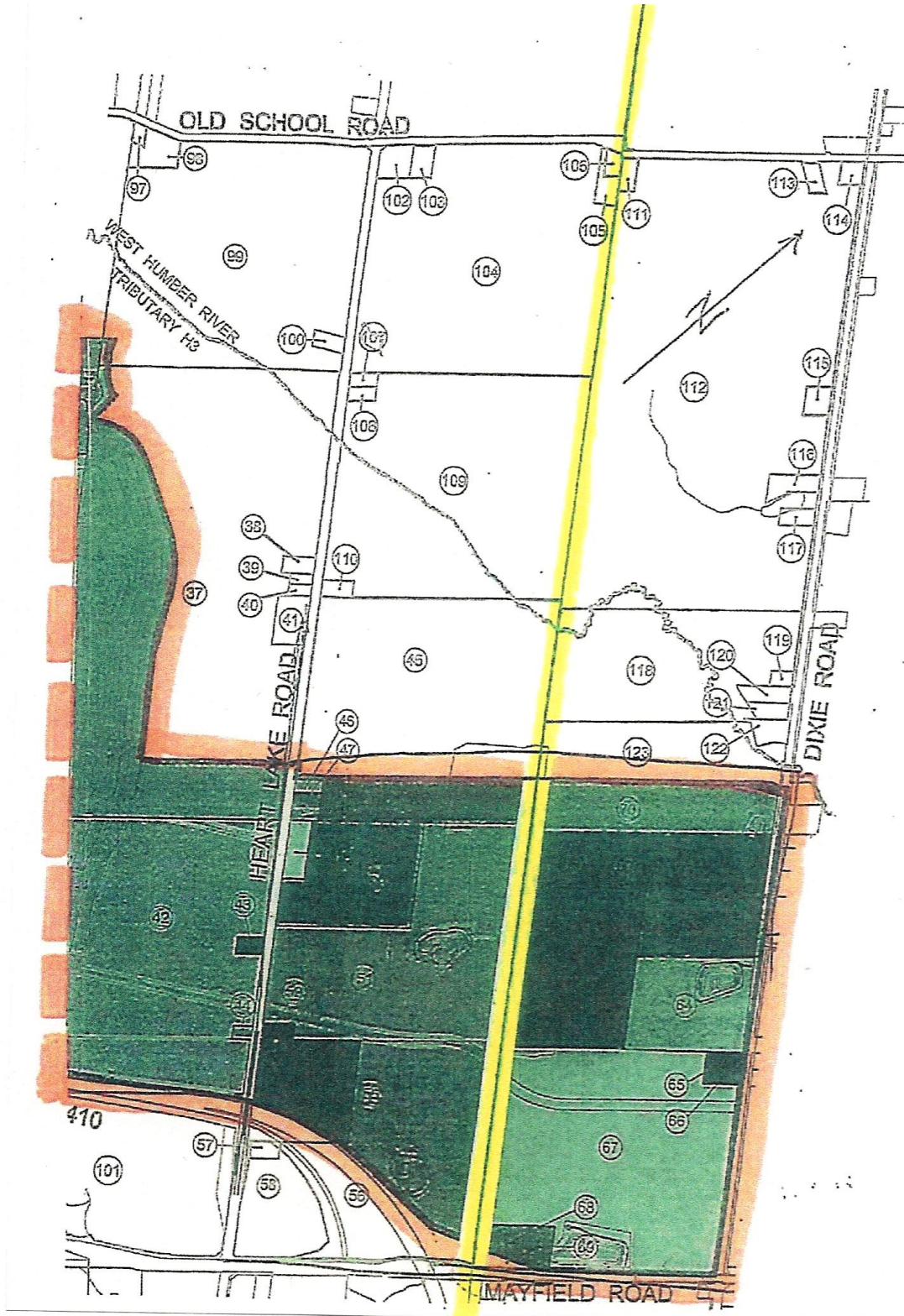
Given that a traffic study has been undertaken in Mayfield West Phase II, and this topic may or may not have been factored in, the Valleywood Resident Association is formally requesting:

- 1) -That Caledon Town Council direct staff to prepare an *interim control by-law (land use moratorium by-law)* **regarding these subject lands** as per the authority granted under the Planning Act and
- 2) -That the said by-law govern a geographical area to be determined by the Town in association with the Valleywood Resident Association and
- 3) -That the said by-law be in effect for a one year period so that comprehensive *traffic needs AND traffic noise studies* can be generated in keeping with a projected population for 2031 of 26,838 for **all of Mayfield West and will determine whether or not the proposed corridor will be an asset to the long term transportation needs of Caledon and Brampton** and
- 4) –As a result of steps 1 thru 3, a preferred north/south route be determined that supports the effective and safe movement of goods and services through the region while simultaneously rerouting unnecessary traffic from the populated areas of Mayfield West.

Thank you

PROPOSED MORATORIUM LANDS

NORTH TO GTA WEST CORRIDOR



INDICATES PROPOSED MORATORIUM LANDS (APPROXIMATE LOCATION)

