



MEMORANDUM

TO

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FROM

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PROJECT

7843-21
12489 and 12861 Dixie Road

DATE

July 24, 2025

RE: 12489 AND 12861 DIXIE ROAD – TRANSPORTATION RESPONSE TO COMMENTS

BA Group has had the opportunity to review the comments provided by the Town of Caledon and Region of Peel as they pertain to the 12489 and 12861 Dixie Road projects. The following memorandum includes a consolidated response to the comments received by the town and region for the 12489 and 12861 Dixie Road developments, it builds upon the previously submitted transportation impact studies (TIS) for each of the developments, “12489 Dixie Road, Town of Caledon, Urban Transportation Considerations” and 12861 Dixie Road, Town of Caledon, Urban Transportation Considerations”.

Included below is a summary of the provided comments (in bold and highlighted), followed by BA Group’s responses. Additional information has been provided where appropriate.

1.0 RESPONSE TO COMMENTS

1.1 Town of Caledon, Transportation Engineering Public Works & Transportation Department – April 9, 2025

A letter titled 'Town of Caledon – Draft Official Plan – Road Network – Dixie Road' is referenced in the responses. Please confirm if this letter was circulated with Town Staff.

A letter titled 'Town of Caledon – Draft Official Plan – Road Network – Dixie Road' was circulated to Town staff.

Please note that Town staff are of the opinion that an east-west collector road system, as identified in the Official Plan, is required and that portions of it will be located on these lands.

A letter was sent to the Region of Peel on May 8, 2024, titled "Town of Caledon – Draft Official Plan – Road Network – Dixie Road" which addresses the rationale for excluding the proposed east west collector road. It outlines that the collector roads would negatively impact the functionality of employment lands by reducing developable space, duplicating on-site circulation systems, and creating conflicts between employment and residential land uses. Furthermore, the transportation needs of the area are already met by the regional arterial network and proximity to current and planned provincial highway interchanges. Including the collector road would not enhance connectivity but would likely generate conflicts and diminish the viability of employment lands.

The location of included background developments has not been attached under Figure 1 and Figure 2.

The location of the background developments has been included within **Section 7.3** of each report. .

It is stated that the analysis for Bramalea Road and Old School Road are included in Table 2 within Appendix C. Please note that this should be included within the body of the main report. It is noted that currently the report dated December 2023 is provided as an appendix, the report should be submitted as a main study report with the comment responses either as a part of the study, or an appendix. The main body of the study should be updated to reflect the responses provided as part of the comment responses.

The main body of the report has been updated.

Similarly, sight line review, which is currently provided as part of the Appendix D, needs to be included within the body of the report.

The main body of the report has been updated to include a sight line review.

The current report submitted "12489 Dixie Road Town of Caledon Urban Transportation Considerations' in appendix A is submitted for both 12489 and 12861 Dixie Road. The report title, as well as the references (including figures) within the report, should be updated to reflect the correct site(s).

The main body of the report has been updated.

Figure 3 shows the site location for 12489 Dixie Road, where as all the figures leading up to and following figure 3 are referencing 12861 Dixie Road. Please update to ensure consistency.

Figures have been updated to reflect the revisions.

Section 2.5.1 Dixie Road Widening: The recent 100% detailed design drawings circulated by the Region for Hurontario Street include a single dedicated left-turn lane at all approaches of the Dixie Road intersection, rather than dual left-turn lanes. Please ensure this is reflected in the analysis.

Synchro analysis in future conditions have been adjusted to reflect a single dedicated left-turn lane at all approaches of the Dixie Road / Mayfield Road intersection. Synchro results at the intersection are summarized within **Section 8.4** of the report. However, under this configuration, it is of note that the eastbound left movement operates at v/c ratio above 1.0 in future conditions. It is recommended that the region continuously monitor the intersection to assess whether a dual-left at the intersection might be required.

Note that speed on Old School Road has been recently reduced to 60 km/h. Update Section 2.1 and revise the sight distance evaluations accordingly.

The section has been updated to reflect a 60 km/h road speed.

The “Minor Arterial” road classification is not applicable in the Town’s road classification system. Bramalea Road and Old School Road are both classified as ‘Collector’ Roads. Please revise Figure 4 accordingly.

Figure 4 has been revised to reflect the appropriate classification.

Update Figure 4, Figure 5 and Figure 6 with correct site boundary

Figures 4 through to 6 have been revised with the correct site boundary.

The future active transportation infrastructure on Old School road and Bramalea Road should be identified according to Town’s Active Transportation Master Plan (ATMP). No shared On-Road cycling route is recommended on Old School Road as a part of ATMP in the study area. Please revise Figure 6 accordingly.

Figure 6 has been revised.

Please clarify the nature/type of land use considered for parking calculations. Additionally, confirm the anticipated Office Net Floor Area.

The type of land use used for parking calculations was *Industrial Use* within **Section 5.2.3** of Zoning By-Law 2006-50. The anticipated office net floor area have been added within the table notes of **Table 1** of each report.

Barrier-free parking requirements should be reviewed in accordance with the Town’s new Traffic By-Law 2024-048 Schedule O and AODA.

Parking requirements have been reviewed in accordance with the Town’s new Traffic By-Law 2024-048 Schedule O and AODA.

The Town’s Green Development Standard regarding Electric Vehicle parking requirements should be considered and incorporated.

As the initial development applications were submit Prior to July 1, 2024, the Town's Green Development Standards are not applicable to subsequent site applications. Therefore, 24 electric vehicle spaces have been reserved on site.

Ensure bicycle parking is also included in the parking review as a part of Transportation Demand Management (TDM) strategy. Additionally, consider providing bicycle parking closer to building entrances to improve accessibility.

Noted. Refer to BA Group's updated reports.

The required number of loading or parking spaces shall be rounded to the next higher whole number. Please update Table 2 accordingly.

Table 2 has been revised.

The PHF used in the Synchro analysis for existing conditions should reflect the actual intersection PHF. Please ensure the correct value is applied.

Synchro analysis has been revised with surveyed intersection PHFs for existing conditions.

The channelization of right-turning lanes at the Hurontario Street/Dixie Road intersection was not considered in the Synchro analysis of the future conditions, as planned/proposed. Including this channelization will improve the reported critical operations of the SBR movement.

The analysis has been updated to include the channelized right-turn lanes at the Mayfield/Dixie intersection. Refer to BA Group's updated reports.

Provide the available or proposed storage lengths under the existing and future conditions to review the Queuing Analysis.

Section 8.5 has been revised to include the storage lengths under existing and future conditions.

Please confirm the pedestrian signal timings are included at the proposed new intersections at 12489 DIXIE ROAD SITE ACCESS 2 and 12861 OLD SCHOOL ROAD SITE ACCESS 3.

The pedestrian signal timings at the proposed new intersections are summarized in **Table 1** below.

Table 1 Pedestrian Signal Timings

Intersection	12489 DIXIE ROAD SITE ACCESS 2		12861 OLD SCHOOL ROAD SITE ACCESS 3		
Movement	Northbound and Southbound (Crossing Access)	Eastbound and Westbound (Crossing Dixie Road)	Northbound Left (Crossing Old School Road)	Eastbound (Crossing Access)	Westbound (Crossing Access)
Walk Time (s)	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	15.0	17.0	18.0	15.0	18.0

Future (2028 and 2033) Lane Configuration and Traffic Control Exhibit is not attached under Figure 15 for review.

Figure 15 has been attached within the report.

Explain the reasoning behind the inclusion of the following turning lanes and how the proposed storage lengths of the proposed turning lanes were determined:

- **NBR at 12489 Dixie Road Site Access 1**

The inclusion of the NB right turn lane at 12489 Dixie Road Site Access 1 is provided to meet regional requirements for a right-in/right-out access. It also ensures that NB right turning vehicles into the site does not impede northbound through traffic along Dixie Road.

- **NBL at 12489 Dixie Road Site Access 2**

The inclusion of the NB left turn lane at 12489 Dixie Road Site Access 1 is to ensure access is provided to the existing site on the west side of Dixie Road.

- **NBR at 12489 Dixie Road Site Access 2**

The inclusion of the NB right turn lane at 12489 Dixie Road Site Access 2 is provided to meet regional requirements for a signalized intersection. It ensures NB right turning vehicles into the site does not impede northbound through traffic along Dixie Road.

- **SBR at 12489 Dixie Road Site Access 2**

The inclusion of the SB right turn lane at 12489 Dixie Road Site Access 2 is provided to meet regional requirements for a signalized intersection. The SB right turn lane accommodates the site traffic to the proposed development at 12668 Dixie Road. It ensures SB right turning vehicles into 12668 Dixie Road does not impede southbound through traffic along Dixie Road.

- **NBR at 12489 Dixie Road Site Access 1**

The inclusion of the NB right turn lane at 12861 Dixie Road Site Access 1 is provided to meet regional requirements for a right-in/right-out access. It also ensures NB right turning vehicles into the site does not impede northbound through traffic along Dixie Road.

- **EBR at 12861 Old School Road Site Access 3**

The inclusion of the EB right turn lane at 12861 Dixie Road Old School Site Access 3 is provided to accommodate right turning vehicles in to the site does not impede northbound through traffic along Old School Road.

Section 12.0 SUMMARY AND CONCLUSIONS (for both 12489 Dixie Road and 12861 Dixie Road SPAs): Please incorporate the proposed turning lanes on the Old School Road and Dixie Road.

Noted. Refer to BA Group's updated reports.

No Signage Plan is included in Architectural Drawings and Signage Plan in Appendix A. Ensure that Fire Route locations are also shown on the architectural drawings in compliance with BL2024-048.

Refer to BA Group's reports for the signage plan.

The discussion of corner radii as a part of the Site Review was not completed. Please ensure the analysis is included to confirm compliance with OPSD 350.010 and the TAC Geometric Design Guide.

Noted. Refer to BA Group's updated reports.

An AutoTurn analysis is required for all access driveways and onsite for all site plan applications.

Vehicle manoeuvring diagrams for all access driveways have been included in BA Group's updated reports.

To enhance the safety of vehicles exiting the parking lot, please include traffic control signs. Please ensure all the traffic signs are shown on the architectural drawings.

Refer to BA Group's reports for the signage plan.

Provide the on-site pedestrian connection map and consider incorporating pedestrian connections that could potentially link to the facilities planned on Dixie Road and Old School.

Noted. Refer to BA Group's updated reports.

Include the correct functional design plan under Appendix F (12489 Dixie Road SPA).

Noted. Refer to BA Group's updated reports.

Please provide the recommendations for transit route extensions and potential on-site transit stops. The proposed Transit Plan is to be circulated to Brampton Staff for consideration.

Future potential stops are to be considered at the site accesses pending further discussion with Brampton Transit staff.

Old School Road is currently designated as a 'No Heavy Vehicles' route, and the submitted documents do not account for this restriction or provide recommendations. Town staff require additional information on the necessary improvements to Old School Road to accommodate heavy vehicles, or confirmation

that the access on Dixie Road can accommodate all site-related heavy truck traffic (12861 Dixie Road SPA). The following additional information and analysis are required:

- **Truck route Explanation: A detailed explanation of the proposed truck route, with an emphasis on minimizing truck traffic along Old School Road.**

As outlined in BA Group's updated traffic report, the heavy vehicle traffic for 12861 Dixie Road will primarily use the easterly signalized access from Old School Road, with some heavy traffic using westerly Old School Road right-in/right-out access. Based on the distribution of heavy traffic for the Site, most of the inbound heavy traffic will be coming NB on Dixie Road, turning right at the intersection of Dixie/Old School and heading eastward to one of the site accesses. Based on the distribution of heavy traffic for the Site, most of the outbound heavy traffic will be heading WB on Old School Road, turning left at the intersection of Dixie/Old School and heading southbound along Dixie Road. A negligible amount of inbound/outbound heavy traffic will be travelling to/from WB along Old School Road.

- **Interim mitigation Measures: Proposed measures to ensure safe and efficient vehicle entry and exit without conflicts with oncoming traffic during interim conditions.**

To accommodate safe and efficient vehicle entry and exit along Old School Road, the primary access for 12861 Dixie Road is provided from a signalized access from Old School Road. The proposed signal will provide protected turn movements, which minimizes conflict with oncoming traffic. In addition, turn lanes are proposed at all site accesses along Old School Road to ensure the through traffic is not impeded by the turning traffic.

1.2 Town of Caledon, Development and Design – April 15, 2025

Transportation: The application must address and review truck access limitations at 12861 Dixie Road, as well as confirm alignment with the requirement for an east-west collector road.

As outlined in BA Group's updated traffic report, the heavy vehicle traffic for 12861 Dixie Road will primarily use the easterly signalized access from Old School Road, with some heavy traffic using westerly Old School Road right-in/right-out access. Based on the distribution of heavy traffic for the Site, most of the inbound heavy traffic will be coming NB on Dixie Road, turning right at the intersection of Dixie/Old School and heading eastward to one of the site accesses. Based on the distribution of heavy traffic for the Site, most of the outbound heavy traffic will be heading WB on Old School Road, turning left at the intersection of Dixie/Old School and heading southbound along Dixie Road. A negligible amount of inbound/outbound heavy traffic will be travelling to/from WB along Old School Road.

The site traffic generated by the proposed developments at 12489 and 12861 Dixie Road can be accommodate within the current and future road network with the signalized intersections operating acceptably. As such the potential east-west road network is not required to accommodate the site traffic within the surrounding network and thus not required for the approval of the two sites.

1.3 Town of Caledon, Transportation Engineering, Public Works and

Transportation – May 14, 2025

The road system/network as identified in the approved Town of Caledon Multi Modal Transportation Master Plan (MMTMP, June 2024) and Future Caledon OP Schedule C1 and F2a is required as previously advised/commented. The Future Caledon OP identifies:

- **Two (20 East-West roads**
- **A north-south road along the eastern limits of the subject property**

The site traffic generated by the proposed developments at 12489 and 12861 Dixie Road can be accommodate within the current and future road network with the signalized intersections operating acceptably. As such the potential east-west road network is not required to accommodate the site traffic within the surrounding network and thus not required for the approval of the two sites.

Town Engineering Services has retained HDR to look at all new development in the Future OP, asses the road network and need for an east-west road (for additional connectivity) and undertake an addendum to the approved Town of Caledon Multi Modal Transportation Master Plan (MMTMP, June 2024).

Acknowledged.

The MMTMP addendum is intended primarily to assess collector road requirements in the settlement area boundary expansion (SABE) area of Caledon, including an assessment of the need for continuous East-West collector roads. The limits of the assessment for the east-west road is Hurontario Street to the west, Coleraine Drive to the east, Old School Road / Highway 413 to the north, and Mayfield Road to the south. Secondary Planning, Tertiary Planning, Draft Plans and development in the plan area are to have regard for the findings of the MMTMP update. MMTMP update and Secondary Planning are anticipated to proceed concurrently. The addendum may result in a revised road network and the determination of conceptual east-west collector road alignment.

- **Determination of conceptual collector roads alignment and assessment of impacts is to be included in the applicable Secondary Plan / OPA documents (Local SWS, FSR/SWM, Servicing and Staging and Sequencing Plan, TIS). OPA is to have regard for the findings of this process with regards to collector roads.**
- **Any proposed crossings for the NHS / Valley Lands are to be assessed in the Local Subwatershed Study and the FSR/SWM is to provide**

Acknowledged.

It is Development Engineering's understanding that New collector roads requires an EA. The Town does not currently have a timetable for when these EAs are to be undertaken. If the developer is seeking to advance the road ahead of municipal timelines, the developer will need to fulfil the requirements of the EA process. Further discussion with Town Development Engineering and Transportation Staff is required.

Acknowledged.

Various Region of Peel Official Plan policies speak to the need for continuous collector roads within the SABE to address traffic, transit, and active transportation objectives. Region water and wastewater DC maps indicate watermains to service the plan area are to be provided between Dixie and Bramalea that are typically within the municipal ROW. The current land use plan and other OPA documents do not provide for an east-west collector road within the plan.

A letter was sent to the Region of Peel on May 8, 2024, titled “Town of Caledon – Draft Official Plan – Road Network – Dixie Road” which addresses the rationale for excluding the proposed east west collector road. It outlines that the collector roads would negatively impact the functionality of employment lands by reducing developable space, duplicating on-site circulation systems, and creating conflicts between employment and residential land uses. Furthermore, the transportation needs of the area are already met by the regional arterial network and proximity to current and planned provincial highway interchanges. Including the collector road would not enhance connectivity but would likely generate conflicts and diminish the viability of employment lands. .

There is currently no EA or detailed design (DD) being undertaken for Old School Road at this time. The MMTMP (June 2024) and the Towns DC Background Study (Feb. 29, 2024) identifies that timing of the Old School Road urbanization and widening from Winston Churchill Boulevard to Airport Road is 2041. Timeframe for road improvements may need to be accelerated considering the anticipated development in the area. If the developer is seeking to advance the road works ahead of any municipal timelines for the EA, the developer will need to fulfil the requirements of the EA process. Further discussion with Town Development Engineering and Transportation Staff is required.

Acknowledged.

The MMTMP and the Official Plan (Schedule C) passed by Town council identifies a 36.0m ROW width for Old School Road to support future growth. The applicant shall dedicate to the Town, gratuitously and free and clear of all encumbrances, a road widening of 18 meters from the centerline along the frontage of development lands adjacent to Old School Road. Additional ROW may be required at intersections for auxiliary turn lanes and/or for adjustments to road alignment. Advanced land dedication may be required for any road works anticipated to be completed prior to registration of draft plans.

Acknowledged.

Old School Road fronting 12861 Dixie Road permits local deliveries but is currently designated as a no-trucking route and is not designated for long term heavy truck traffic. The application currently proposes truck entrances off of Old School Road and as such, the Town will require the applicant’s Geotechnical consultant to investigate the pavement structure and conduct a pavent assessment to provide recommendations for Old School Road to accommodate truck traffic to Dixie Road:

The TIS included a comment response identifying that “Additional geotechnical investigation will occur following OPA/ZBA approval. Any required upgrades to Old School Road’s pavement structure need to be considered within the context of the City’s planned widening and reconstruction of the road as per the prior comment.” The response is not satisfactory as per previous comments Old School Road is identified in the DC background study with a timeline of 2041. Old School Road currently does not support truck traffic and needs to be addressed and a mechanism incorporated through the OPA/RZ applications in

order to support the proposed development. Further discussion is required for how this is to be addressed. The same applies to the proposed signalized intersection and any other improvements to Old School Road. The TIS and Servicing Staging and Sequencing Plan Identifies the following:

- The westerly right-in / right-out access requires the widening of the roadway to accommodate a centre median.

Noted.

- Old School Road / Site Access 3 (easternmost access) is proposed to be signalized as part of the Site Redevelopment and Old School Road will be widened to a 3 lane cross section, with dedicated left turn and right turn lanes.

Noted.

- The intersection of Old School Road and Dixie Road is proposed to be widened to accommodate turn lanes.

Noted.

- Further discussion with Development Engineering and Transportation Engineering Staff is required regarding these improvements included but not limited to:
 - The location of the proposed intersection and that it has regard for its future northern extension and spacing / separation from other roadways.

Noted

- How the identified road network improvements will be facilitated.

Noted

Dixie Road is currently a Regional Road and thus please confirm details and requirements for this roadway with the Region of Peel. However, please note that it is anticipated that Regional Roads will be downloaded to the Town in the future.

Noted.

Draft Plan of Subdivisions (DPOS) are typically required to implement proposed public infrastructure (road network and SWM facilities). Development Engineering requires clarification on the mechanism to implement the required road network, various improvements and associated infrastructure.

Noted.

Geotechnical reports and Hydrogeologic Reports will be required with draft plan submissions or submission associated with facilitating the road network and any associated public infrastructure (i.e. SWM Ponds). Reports are to address construction requirements of the proposed roads and SWM ponds considering soil and groundwater conditions.

Noted.

An active transportation network is required based on the required road network. Policies will need to be included in the OPA to address implementation of the AT network

Noted.

Development Engineering defers review and approval of the Urban Transportation Considerations Report to the Towns Transportation Department.

Noted.

Refer to general comments above for comments on the proposed and existing road network. Comments are to be incorporated into the Study, as applicable. Collector road alignment is to be coordinated with surrounding properties.

Noted.

The Study is titled 12489 Dixie Road. The report and figures only include the 12489 Dixie Road property. Study is to be updated to reflect the entire OPA subject area within both the text, figures and appendices.

Noted. Refer to BA Group's updated reports.

Report references three buildings while figures only show two and does not include 12861 Dixie Road.

Noted. Refer to BA Group's updated reports.

The Study is to include reference to required road improvements for Old School Road to support the development including timing of the improvements and how these works will be facilitated as Old School Road currently does not permit truck traffic. Refer to other comments contained within this memo.

Noted. Refer to BA Group's updated reports.

Section 1.2 and 6.0 only references the accesses off of Dixie Road and does not include Old School Road where according to the Site Plans access is also proposed. Ensure all accesses are included.

Noted. Refer to BA Group's updated reports.

Figure 15 is missing.

Noted. Refer to BA Group's updated reports.

Section 8.4.1.5 and 8.4.1.6 appear to be the exact same and is repeated. Clarify/revise.

Noted. Refer to BA Group's updated reports.

1.4 Region of Peel, Transportation Development, Public Works and Transportation – May 14, 2025

The region will only accept signalization of the proposed full moves access, once traffic control signal is warranted.

Response.

The region is in support of the proposed accesses and the auxiliary lanes provided for the approved accesses on the East side of the Dixie Road.

Response.

1.8m sidewalk is required along the East edge of Dixie Road.

Response.

The Region requests the gratuitous dedication of lands to meet the Region of Peel's Official Plan requirement of Regional Road 4 (Dixie Road) which has a right of way of 41.5 metres; 20.75 metres from the centreline of road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters.

Response.

The Region will require the gratuitous dedication of a 15x15 metre daylight triangle at the intersection of Dixie Road and Old School Road

Response.

The Region will require the gratuitous dedication of a 15 x 15 metre permanent easement at the Dixie Road and the proposed full moves access.

Response. The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 4 (Dixie Road) behind the property line and daylight triangle, except at any approved access points.

Response.

The Region requires all other existing accesses to be closed along the proposed development.

Response.

The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Regions right-of way.

Response.

A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Response.

All comments provided should be reflected on the site plan, including:

- Centerline of roadways with property dimensions reflect
- Daylight triangle with proper dimensions should be reflected on the site plan.