

September 18<sup>th</sup>, 2024

Town of Caledon  
Planning & Development Department  
6311 Old Church Road  
Caledon, ON  
L7C 1J6

TOWN OF CALEDON  
PLANNING  
RECEIVED  
September 23, 2024

Attn: Mr. Muhammad Shahid Mughal, MCIP, RPP  
Community Planner, Development

**Re: Response to 1<sup>st</sup> Submission Comments  
Traffic Impact and Parking Study  
Inspired Architectural Group  
Proposed Day Nursery Facility  
15,867 Airport Road  
Town of Caledon  
Town File Nos. DART 2024-0001 & DART 2024-0002  
Our File No. W23171**

Dear Mr. Mughal:

Comments to the Traffic Impact and Parking Study that was prepared by CANDEVCON GROUP INC. dated January 12<sup>th</sup>, 2024 were received from the Region of Peel in a letter dated March 27<sup>th</sup>, 2024 and the Town of Caledon's Public Works & Transportation Department in a memorandum dated April 8<sup>th</sup>, 2024, which are attached herein.

This Response Letter addresses the noted comments.

**Region of Peel Comments**

**Comment 1:**

A Traffic Impact Study (TIS) dated January 12<sup>th</sup>, 2024 and prepared by Candevcon Group Inc. was received as a part of the 1<sup>st</sup> DART submission and has been deemed satisfactory.

**Response:**

This comment has been noted.

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September 18<sup>th</sup>, 2024

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**Comment 2:**

The Region acknowledges that the existing access onto Airport Road will continue to be utilized. The Region will support a full moves access on an interim basis, and support a right in/right out access, registered on title, as the ultimate access configuration.

**Response:**

By the 2029 horizon year, improvements on Airport Road from within the Study Area are anticipated<sup>1</sup>. However, within the vicinity of the proposed Day Nursery Facility, improvements are not anticipated. Since the transportation network within the vicinity of the proposed Day Nursery Facility will not change when the ultimate condition is established and the existing Site Access at Airport Road intersection will operate at acceptable Levels of Service during the ultimate condition at the 2029 horizon year, a full-moves access is recommended for the interim and ultimate conditions.

**Comment 3:**

Please be advised this property is within the limits of Project # 19-4060 – Airport Road Improvements. The project is for road widening between 100m North of King Street to 300m North of Huntmill Drive, Caledon. The project is currently in the 60% detailed design stage. The Environmental Assessment was completed in September 2021 and property requirements per the EA were not identified at this location. The Project Manager for this project is Bassem Ghoneim (bassem.ghoneim@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project.

**Response:**

The Traffic Impact and Parking Study was revised accordingly.

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<sup>1</sup> Environmental Study Report, Arcadis IBI Group and Region of Peel, September 2021.

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### **Town of Caledon Comments**

#### **Comment 1:**

Please note given the location of the proposed development, the review of capacity analysis and site access is deferred to the Region of Peel.

#### **Response:**

The Traffic Impact and Parking Study was revised accordingly<sup>2</sup>.

#### **Comment 2:**

Regarding the proposed background developments not included in the study:

- The property located at 89 Walkers Road (21T-13003C) was not included in the study because it was far from the proposed development site. However, the staff believes that the subdivision should have been considered because it could have a high unit count. Therefore, the applicant must provide further justification to show that the proposed development will not significantly affect the report's findings or revise the study to include the Walkers Road property.
- The subdivision at 6142 Old Church Road (POPA 2020-0002) has an updated OLT order for approval dated May 2023. Please reconsider the inclusion of this background development based on potential significant impacts to the findings of the report.

#### **Response:**

Site-generated trips from these background developments were provided in the update to the Traffic Impact and Parking Study.

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<sup>2</sup> Transportation Impact Studies – Terms of Reference and Guidelines, Town of Caledon, March 2017.

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**Comment 3:**

Accessible parking spaces should be designed according to Schedule K of the Town's Traffic By-Law. "Designated accessible parking spaces shall include an accessible aisle, on each side of an accessible parking space, with a minimum width of 1.5 meters and length of 6 meters."

**Response:**

The proposed Site Plan was revised accordingly.

**Comment 4:**

Transportation Engineering Staff have concerns with the proposed delivery space counting towards the parking space. The consultant should confirm with the lead planner that this can be considered then (if permitted) provide adequate justification in the transportation study.

**Response:**

The parking space for delivery vehicles was not considered as part of the parking supply in the update to the Traffic Impact and Parking Study.

**Comment 5:**

Staff were unable to locate and review the proxy site "1,499 The Gore Road, Brampton". Consultant to confirm the location of the proxy site by providing a location figure and full name of the daycare surveyed.

**Response:**

The Traffic Impact and Parking Study was revised accordingly.

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**Comment 6:**

Brampton has more multimodal transportation options than Caledon. Town Staff requires justification that the proxy site's transportation context is comparable to Caledon's.

**Response:**

The Traffic Impact and Parking Study was revised accordingly.

**Comment 7:**

Proxy Site data is to be included in the Appendix.

**Response:**

The results of the survey were provided in the Traffic Impact and Parking Study. Since the proxy survey was conducted by CANDEVCON GROUP INC. a separate report or figure for the survey was not prepared.

**Comment 8:**

Confirm that the proposed development does not include residential units or revise to account for the parking requirements of a residential unit.

**Response:**

All of the land uses within the Subject Property were included in the parking justification section.

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**Comment 9:**

Figure No. 22 “LSU” illustrates the vehicle requiring multiple turning maneuvers to utilize the proposed loading space, revision is required.

**Response:**

The swept path plan for light single unit trucks was revised accordingly.

**Comment 10:**

Figure No. 22 “LSU” illustrates the vehicle requiring the full width of the driveway to maneuver. Ideally, the driveway design should accommodate the largest vehicles entering and exiting without encroaching onto the oncoming lane. Justification is required.

**Response:**

The swept path plan for light single unit trucks was revised accordingly.

**Comment 11:**

Figure No. 23 “PTAC” Vehicle appears to conflict with the curb while completing a three-point turn, justification or revision is required.

**Response:**

Although the swept path plan shows that the vehicle will conflict with the curb, so long as the curb does not conflict with the tires, the internal circulation of the vehicle is adequate since vehicles have vertical clearance from the curb.

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**Comment 12:**

Figure No. 23 “PTAC” Vehicle: Consultant to confirm maneuverability (without conflicts) of the parking space located to the south of the garage (note an additional figure may be required).

**Response:**

Coordination among visitors and staff will ensure that cars parking and leaving can do so adequately. Cars that will arrive before and leave after the cars that will use the parking space immediately east of the snow storage area will use the parking space that is immediately west and south of the garage.

**Comment 13:**

Figure No. 23 “PTAC” Vehicle: Consultant to provide adequate justification to the satisfaction of Town Staff on how the parking spaces to the north-east of the garage (in the rear yard) will be accessed without conflicts.

**Response:**

Coordination among visitors and staff will ensure that cars parking and leaving can do so adequately. Cars that will arrive before and leave after the cars that will park in the garage will use the parking spaces that are east of the garage.

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**Comment 14:**

Staff are concerned that vehicles entering and exiting to-from Airport Road may conflict with parked vehicles maneuvering to-from spaces. Consultant to provide justification to the satisfaction of Town Staff.

**Response:**

Vehicles entering the Subject Property can wait at the throat of the existing Site Access when a vehicle is in the process of parking or leaving a parking space. In addition, the traffic analysis provided in the Traffic Impact and Parking Study finds that a queue of 1 vehicle is anticipated during the A.M. and P.M. Peak Hours at the existing Site Access, which will not interfere with cars moving into or leaving a parking space.



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We trust that this Response Letter addresses the comments provided. However, if you have any questions please advise.

Yours truly,

**CANDEVCON GROUP INC.**



**Brian Wong, P. Eng.**  
**Intermediate Transportation Engineer**



**David Lee, P. Eng.**  
**Project Manager**

Attachments: Region of Peel letter dated March 27<sup>th</sup>, 2024,  
Memorandum dated April 8<sup>th</sup>, 2024 that was prepared by the Town of Caledon's  
Public Works & Transportation Department.

March 27, 2024

Muhammad Mughal  
Community Planner  
Town of Caledon  
6311 Old Church Road  
Caledon ON, L7C 1J6

## Public Works

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
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**Re: DART Applications (for Official Plan Amendment, Rezoning, and Site Plan Approval)  
Inspire Architectural Group  
15867 Airport Road  
Caledon  
Town File: DART POPA 2024-0002, DART RZ 2024-0001, DART SPA 2024-0007  
Region File: DART-OZ-24-002C, DART-RZ-24-001C, DART-SP-24-007C**

Dear Mr. Mughal,

Region of Peel staff have reviewed the three (3) above-noted DART applications for a future **Official Plan Amendment, Zoning By-law Amendment, and Site Plan** and offer the following requirements, comments, and notes:

### **Regional Requirements:**

The Region of Peel offers the following comments pertaining to the proposed DART application for a future **Official Plan Amendment:**

#### Development Planning:

- Peel Region By-Law 1-2000 states that Local Official Plan Amendments are exempt from Regional approval where,
  - They do not require an amendment to the Regional Official Plan;
  - They have regard to the Provincial Policy Statement and applicable Provincial Plans;
  - The Town Clerk has certified that processing was completed in accordance with the Planning Act; and
  - The Region has advised that no Regional Official Plan amendment is required to accommodate the Local Official Plan Amendment.

The proposed amendment is exempt from approval under the Planning Act by the Region of Peel subject to the Town Clerk confirming that processing was completed in accordance with the Planning Act.

- The Region requires a pre-consultation fee prior to providing clearance on the above-mentioned DART application for a future OPA. As per By-law 50-2023, a fee in the amount of **\$1,500** shall be made payable to the “Region of Peel”.

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### **Regional Requirements:**

The Region of Peel offers the following comments pertaining to the proposed DART application for a future **Zoning By-law Amendment**:

#### Development Planning:

- The Region requires a pre-consultation fee prior to providing clearance on the above-mentioned DART application for a future Rezoning. As per By-law 50-2023, a fee in the amount of **\$1,500** shall be made payable to the “Region of Peel”.

#### Servicing Connections:

##### *Water and Sanitary Sewer Servicing:*

- An existing 300mm diameter water main is located on Airport Road.
- An existing 250mm diameter sanitary sewer is located on Airport Road.
- Due to the size and function of the 300mm diameter sanitary sewer on Airport Road, connection will not be permitted (Peel Linear Wastewater Standards 5.1.2).
- All works associated with the servicing of this site will be at the applicant’s expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.

#### *Functional Servicing Review Requirements:*

- Please advise if there will be any additional flows required for this conversion.
- The consultant is required to complete and submit the Demand Table for the Region to fulfill our modelling requirements and determine the proposal’s impact on the existing system. This table will be required prior to DART clearance. Please find the latest Demand Table form online at <https://peelregion.ca/public-works/design-standards/pdf/water-wastewater-modelling-demand-table.pdf>

#### Traffic Development:

##### *Access Requirements:*

- A Traffic Impact Study (TIS) dated January 12th, 2024 and prepared by Candevcon Group Inc. was received as a part of the 1<sup>st</sup> DART submission and has been deemed satisfactory.
  - The Region acknowledges that the existing access onto Airport Road will continue to be utilized. The Region will support a full moves access on an interim basis, and support a right in/right out access, registered on title, as the ultimate access configuration.
  - At such time the adjacent northerly property comes in for re-development, a consolidated access will be required. The Owner is requested to establish easements for interconnectivity with the neighbouring property to the north.

#### Capital Projects:

- Please be advised this property is within the limits of Project # 19-4060 - Airport Road Improvements. The project is for road widening between 100m North of King Street to 300m North of Huntmill Drive, Caledon.
- The project is currently in the 60% detailed design stage. The Environmental Assessment was completed in September 2021 and property requirements per the EA were not identified at this location.

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- The Project Manager for this project is Bassem Ghoneim ([bassem.ghoneim@peelregion.ca](mailto:bassem.ghoneim@peelregion.ca)). Please reach out to the project manager to obtain additional information on the capital project.

### **Regional Requirements:**

The Region of Peel offers the following comments pertaining to the proposed DART application for a future **Site Plan**:

#### Development Planning:

- The Region requires a pre-consultation fee prior to providing clearance on the above-mentioned DART application for a future Site Plan. As per By-law 50-2023, a fee in the amount of **\$1,500** shall be made payable to the “Region of Peel”.

#### Servicing Connections:

##### *Site Servicing Requirements:*

- A satisfactory Site Servicing submission and the 1<sup>st</sup> submission fee of \$430.76, as per the latest Fees By-law, are required prior to DART clearance. There is still missing information previously requested and we cannot determine if the Site Servicing submission is satisfactory. To avoid unnecessary future delays, please ensure all requested information is provided and all comments are addressed.
- Included with the servicing submission, please submit a SUE (Subsurface Utility Engineering) investigation so that conflicts within the municipal right-of-way can be identified as early as possible.
- All servicing and grading drawings shall reflect the Region’s and local municipality’s road widening requirements.
- Please indicate if Developer will be pursuing LEED certification.
- Site Plan approval is required prior to Region of Peel Site Servicing Connection approval.
- Fire protection approval from the Town of Caledon is required prior to Region of Peel Site Servicing Connection approval. It is the applicant’s responsibility to provide the Region with the Building Division’s final approved drawing.
- Any changes to the underground servicing will require review by Region of Peel Servicing Connections. Region of Peel Site Servicing Connection approvals are required prior to the local municipality issuing building permit.
- Infrastructure information:
  - The applicant shall verify the location of the existing service connections to the subject site and the contractor shall locate all existing utilities in the field. Requests for underground locates can be made at <https://www.ontarioonecall.ca/portal/>
  - The Region of Peel has released a web application used for locating water, wastewater, transportation and other Regional assets across Mississauga, Brampton, and Caledon as well as viewing as-built drawings. It is called **EPAL - External Peel Asset Locator** and is now available for external contractors and consultants. If you do not have an existing account, please contact [aimsgroup@peelregion.ca](mailto:aimsgroup@peelregion.ca) to request access. Once access has been requested, instructions will be provided in the welcome email.
  - If you require assistance in addition to the information found in EPAL, please contact Records at [PWServiceRequests@peelregion.ca](mailto:PWServiceRequests@peelregion.ca)

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- Please be advised that service connection sizes shall be in compliance with Ontario Building Code and Region of Peel Design Criteria. An upgrade of your existing service may be required.
- The Region of Peel may have additional comments and/or requirements with respect to property line sampling maintenance hole and check valve in chamber as per Region standards and backflow prevention and wastewater by-laws.

### *Stormwater Management:*

- A non-refundable Stormwater Management Report review fee of \$1,537.50 is required as per the current Fees By-law prior to Regional Site Servicing Connection approval.
- Please provide details on how the Quality Control criteria have been met for the subject site.
- Please provide 100-year ponding elevation and surface areas on a revised grading plan to ensure flows from storm events up to 100 years are contained on site.

### Traffic Development:

#### *Land Dedication Requirements:*

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 7 (Airport Road) which has a right of way of 50.5 metres, 25.25 metres from the centreline of the 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;
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 7 (Airport Road) behind the property line, except at any approved access point;
- 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;
- A draft reference plan will be required for review and approval prior to the plan being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

#### *Landscaping/Encroachments:*

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits.
- Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.

#### *Site Plan:*

- The centreline of roadways with property dimensions should be reflected on the site plan.

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### Environmental Site Assessment:

- The report was performed according to O.Reg 153/04 requirements.
- No potentially contaminating activities (PCAs) were identified onsite or offsite and did not contribute any areas of potential environmental concern (ACECs).
- Based on these findings it is possible for a record of site condition (RSC) to be filed based on the Phase One ESA alone; no further Phase Two ESA is required.
- Please be advised that the Report is dated May 2021 and is more than 18 months old. Given the nature of the residential property and lack of any changes to the property, the site changing to a daycare facility is unlikely to pose a concern to the Region at this time. If a RSC is filed, then the report will have to be updated to bring it into the 18-month timeframe.

### Public Health:

- The role of the built environment can have a significant impact on human health and sustainability. Creating dense, compact neighbourhoods can encourage being physically active in our daily lives and promote using active transportation over private automobiles. In designing the site plan, there is an opportunity to establish a well-connected and serviced neighbourhood.
- Regional staff offer the following comments for consideration in the design of the site plan:
  - Where possible, provide permeable paving on-site to minimize negative environmental impacts;
  - Secure bicycle parking on-site for employees; and
  - Covered seating and landscaping around the open/green space for the outdoor amenity space.

### Waste Management:

- The subject application is not within the vicinity of a landfill site.
- Waste collection will be provided through a private waste hauler.

### **Regional Notes:**

The following comments are to assist in the preparation of the development applications:

### Legal:

- Updated PINs may be required at the request of the Region.

### Servicing Connections:

#### *Payment Information:*

- Please be advised that the approved updated 2024 Fees By-law includes increases in some engineering fees. All fees are subject to change on an annual basis pending Council approval.
- Securities will be 100% of the cost estimate which will be provided by the applicant once the servicing design is satisfactory. Servicing Connections will provide instructions regarding what should be included in the cost estimate. It will include work subject to Region of Peel approval within the road allowance and at the property line (water valve and chamber and sanitary/storm sewer maintenance hole).

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- Servicing Connections is accepting payments by Electronic Fund Transfers (EFT) and will accept a Letter of Credit as an alternative for collecting securities.
- **Please complete the table below with your information and return the completed table to Wendy Jawdek at wendy.jawdek@peelregion.ca for payment processing (all fields are mandatory).**
- We will not be able to accept or process the payment without the completed table.
- Once Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer's Name (Individual or Company)	
Payer's Phone Number	
Payer's Address (Where the securities will be returned to)	
Payer's Email Address	
Company name representing the Payer	
Contact person name from company representing the Payer	
Contact person representing the Payer - email address	
Dollar Amount of Payment	\$1537.50 (SWM fee) + \$430.76 (1 <sup>st</sup> submission fee) = <b>\$1968.26</b>
Region of Peel File Number (C#####)	C603675
Credit Card if Under \$1,500.00 (Yes/No)	
For Credit Card – Person to Call	
For Credit Card – Phone Number for the Above Person	

Owner name	
Owner contact person	
Owner address	
Owner contact person phone number	
Owner contact person email	

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### *General Comments:*

- All our Design Criteria, Standards, Specifications, Procedures, Report, and Submission requirements are found online at <https://www.peelregion.ca/public-works/design-standards/#procedures>
- Please refer to Section 3 of our Site Plan Procedure document found online.
- Please refer and adhere to the Regional By-laws that are applicable to your proposal, such as, but not limited to, the Water, Wastewater and Backflow Prevention By-laws <https://www.peelregion.ca/council/bylaws/archive.asp>
- Please refer to our Standard Drawings online to determine which standards are applicable to your project.
- Public and private services, appurtenances, materials, and construction methods must comply with the most current Region of Peel Standards and Specifications, the local municipality's requirements for the Ontario Building Code and Ontario Provincial Standards. All works shall adhere to all applicable legislation, including Regional By-laws.
- Installation of and alterations to property line water valves and chambers and sanitary/storm sewer maintenance holes require inspection by Region of Peel inspectors to confirm if these works are completed in accordance with Region of Peel Design Criteria, Standards, and Specifications.
- Proposals to connect to an existing service lateral require approval from a Region of Peel inspector at the construction stage.

### Traffic Development:

#### *Standards, Specifications, and Submission Requirements:*

- Please review the Public Works Design, Specifications & Procedures Manuals, and the Region of Peel's Standard Drawings which can be found at the following links. Digital copies can be provided upon request.
  - Linear Infrastructure – Site Plan Process: [Public Works Design, Specifications & Procedures Manual - Linear Infrastructure - Site Plan Process - Revised November 2009 \(peelregion.ca\)](#)
  - Public Works Design, Specifications and Procedures Manual: [Design, standards specification and procedures - Region of Peel \(peelregion.ca\)](#)
  - Public Works Design, Specifications and Procedures Manual – Linear Infrastructure: [Public Works - Design, Specifications & Procedures Manual - Linear Infrastructure - CAD Submission Requirements - Capital Works - June 2015 \(peelregion.ca\)](#)
  - Public Works CAD Submission Requirements – Development: [Microsoft Word - Development Submission Requirements Manual - Nov2017.docx \(brampton.ca\)](#)
  - Standard Drawings - Roads & Traffic: [Roads and traffic - standards drawings - Region of Peel \(peelregion.ca\)](#)

### *Engineering Requirements:*

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission **MUST** include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in



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accordance to the Public Works, “Design Criteria and Development Procedures Manual” and “Material Specifications and Standard Drawings Manual”.

- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way.
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 7 (Airport Road).
- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.40).
- The Owner will be required to submit the following prior to commencement of works within the Region’s right-of-way:
  - Completed [Road Occupancy Permit](#) and a permit fee as per the Region’s user fees and charges By-law;
  - Completed [Notice to Commence Work](#) ;
  - Provide proof of insurance with the Region of Peel added to the [certificate](#) as an additional insured with \$5 million minimum from the Contractor;
  - Please note that any proposed construction within the Region of Peel’s right of way is pending PUC approval (minimum six week process). Please note that PUC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4349 or by email at: [chrissy.pelopidas@peelregion.ca](mailto:chrissy.pelopidas@peelregion.ca)

Yours truly,



*Chrissy Pelopidas*  
Planner, Development Services



# MEMORANDUM

## Transportation Engineering Public Works & Transportation Department

**Date:** April 8<sup>th</sup>, 2024

**To:** Muhammad Mughal, Community Planner  
Development, Planning & Development Department

**From:** Emma Howlett, EIT, Transportation Coordinator &  
Kavleen S. Younan, P.Eng., Transportation Engineer  
Transportation Engineering, Public Works, & Transportation Department

**Subject:** DART SPA 2024-0007,  
DART POPA 2024-0002 &  
DART RZ 2024-0001  
15867 Airport Road 1st Submission

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Transportation Engineering Staff have reviewed the materials submitted for the above-mentioned file and offer the following comments:

1. General to All Applications:

1.1. Please note given the location of the proposed development, the review of capacity analysis and site access is deferred to the Region of Peel.

1.2. Regarding the proposed background developments not included in the study:

1.2.1. The property located at 89 Walkers Road (21T-13003C) was not included in the study because it was far from the proposed development site. However, the staff believes that the subdivision should have been considered because it could have a high unit count. Therefore, the applicant must provide further justification to show that the proposed development will not significantly affect the report's findings or revise the study to include the Walkers Road property.

1.2.2. The subdivision at 6142 Old Church Road (POPA 2020-0002) has an updated OLT order for approval dated May 2023. Please reconsider the inclusion of this background development based on potential significant impacts to the findings of the report.

2. Rezoning Application (DART RZ 2024-0001) & Site Plan Application (DART SPA 2024-0007)

2.1. Accessible parking spaces should be designed according to Schedule K of the Town's Traffic By-Law. "Designated accessible parking spaces shall include an accessible aisle, on each side of an accessible parking space, with a minimum width of 1.5 meters and length of 6 meters."

2.2. Parking Justification

2.2.1. Transportation Engineering Staff have concerns with the proposed delivery space counting towards the parking space. The consultant should confirm with the lead planner that this can be considered then (if permitted) provide adequate justification in the transportation study.

2.2.2. Staff were unable to locate and review the proxy site "1,499 The Gore Road, Brampton". Consultant to confirm the location of the proxy site by providing a location figure and full name of the daycare surveyed.

2.2.3. Brampton has more multimodal transportation options than Caledon. Town Staff requires justification that the proxy site's transportation context is comparable to Caledon's.

2.2.4. Proxy Site data is to be included in the Appendix.

2.2.5. Confirm that the proposed development does not include residential units or revise to account for the parking requirements of a residential unit.

3. Vehicle maneuverability:

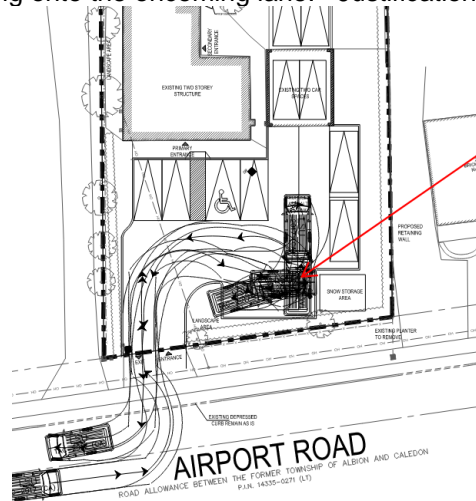


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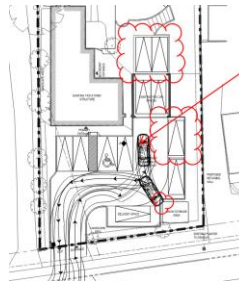
### 3.1. Figure No. 22 “LSU”:

- 3.1.1. Illustrates the vehicle requiring multiple turning maneuvers to utilize the proposed loading space, revision is required.
- 3.1.2. Illustrates the vehicle requiring the full width of the driveway to maneuver. Ideally, the driveway design should accommodate the largest vehicles entering and exiting without encroaching onto the oncoming lane. Justification is required.



### 3.2. Figure No. 23 “PTAC”

- 3.2.1. Vehicle appears to conflict with the curb while completing a three-point turn, justification or revision is required.
- 3.2.2. Consultant to confirm maneuverability (without conflicts) of the parking space located to the south of the garage (note an additional figure may be required).
- 3.2.3. Consultant to provide adequate justification to the satisfaction of Town Staff on how the parking spaces to the north-east of the garage (in the rear yard) will be accessed without conflicts.



- 3.3. Staff are concerned that vehicles entering and exiting to-from Airport Road may conflict with parked vehicles maneuvering to-from spaces. Consultant to provide justification to the satisfaction of Town Staff.

## 4. Site Plan Application (DART SPA 2024-0007)

### 4.1. A pavement markings and signage plan is required. Standard requirements include:

- 4.1.1. All traffic signage is to be installed as per the Ontario Traffic Manual and on streetlight posts where possible.
- 4.1.2. The plan should show all roadways, property lines driveways, fire hydrants, sidewalks, street lighting, traffic signage (including all regulatory, warning and information signs), street trees, tactile surfaces, and pavement markings.
- 4.1.3. The proposed no parking zones are to be aligned with the Town’s Traffic By-Law, refer to Schedule K for accessibility signage and Schedule M for Fire Route signage.



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- 4.1.3.1. Please note: the Van Accessible parking space should indicate that it is "Van Accessible", as required by AODA and the Town's Traffic By-Law.
- 4.1.4. Please note in this specific case the consultants may choose to include the proposed pavement markings and signage in the site plan or complete a separate pavement markings and signage plan which is made note of in the Site Plan or Details.

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Please let me know if you have any questions or require any additional information.

Regards,

Emma Howlett, EIT.

Transportation Coordinator

& Kavleen Younan, P.Eng.

Transportation Engineer

Engineering, Public Works, & Transportation Department