

December 16, 2024

Riepma Consultants Inc.  
220 Kempenfelt Drive  
Barrie ON L4M 1C4

TOWN OF CALEDON  
PLANNING  
RECEIVED

February 28, 2025

**Attention: Mr. Clarence Riepma, P.Eng., MES, RPP, MCIP**

**Re: Proposed Tullamore Industrial Development  
6086, 6186, 6026, 6230 Mayfield & 12151 Airport Road  
Town of Caledon, Regional Municipality of Peel  
Traffic Addendum Letter**

CGE Consulting is pleased to submit the following Traffic Addendum for the proposed Tullamore Industrial Development located at 6086, 6186, 6026, and 6230 Mayfield Road, and 12151 Airport Road in the Town of Caledon, Regional Municipality of Peel.

On behalf of the applicant, Riepma Consultants Inc., CGE Consulting acknowledges the receipt of the Town and Region's traffic-related comments, dated July 29, 2024, provided in **Appendix A**. These comments pertain to the transportation study submitted on March 24, 2023.

## 1.0 SITE PLAN REVIEW

Based on the site plan prepared by Riepma Consultants Inc., dated July 2024, the development property encompasses approximately 18.88 hectares (ha) and is situated at the northeast corner of the intersection of Airport Road (Regional Road 7) and Mayfield Road (Regional Road 14). The proposed vehicular access points include:

- A full-movement access across from Maisonneuve Blvd,
- A full-movement access to Airport Road, and
- A right-in/right-out access to Mayfield Road.

The proposed development site plan is provided in **Appendix B**.

## 2.0 THE TOWN OF CALEDON COMMENTS, TRANSPORTATION (JULY 12, 2024)

### Comment #54

*Please note that a Terms of Reference (TOR) was not distributed to reviewing agencies before the submission of your application. It is highly recommended that a TOR be circulated to all relevant agencies prior to any initial submissions in the future. This practice is crucial as it helps establish a clearly defined scope of work from the outset, thereby aiming to minimize the number and extent of comments and revisions needed*

*during the review process. By doing so, we can ensure a smoother, more efficient review and approval process for your project.*

**Response**

Acknowledged.

**Comment #55**

*The 'Transportation Study' is acknowledged as preliminary, prepared prior to the completion of a detailed Traffic Impact Study (TIS). Consequently, all comments provided at this stage are provisional and subject to revision upon thorough review of the forthcoming TIS. It is important to emphasize that the preliminary nature of the current study means that further analysis and refinement are expected. Detailed assessments, data, and findings from the comprehensive TIS will be crucial in forming a more definitive evaluation and addressing any potential issues identified in the initial review.*

**Response**

Acknowledged.

**Comment #56**

*Given that the subject site borders a Regional Road, decisions regarding access location and spacing are deferred to the Region of Peel. The Region's input and approval will be necessary to determine the most appropriate access points and spacing for the site, taking into account regional traffic patterns and safety requirements.*

**Response**

The Regional Municipality of Peel has provided comments, which have been addressed as part of this traffic addendum.

**Comment #57**

*In Figure 1, the site labeled 12117 Airport Road appears to be landlocked between the subject site and the Smart Centre Site. This raises concerns about future accessibility for the landlocked site. It is essential to address how access will be provided to this site to ensure proper connectivity and avoid potential issues related to land use and traffic flow. Please include an explanation of the planned access routes for this site in future reports, including any proposed roadways, easements, or other means of ensuring that the site is not isolated and remains accessible for its intended use. This information is crucial for a comprehensive understanding of the overall site plan and its impact on the surrounding area.*

**Response**

Acknowledged. 12117 Airport Road has access to Davis Lane and will continue to maintain access over the existing Town owned lands.

**Comment #58**

*Section 4 outlines the benefits of effective Transportation Demand Management (TDM) strategies and provides examples of typical TDM measures. However, some of these measures, such as High-Occupancy Vehicle (HOV) lanes in existing rights-of-way for*

*buses, taxis, and cars with three or more occupants, and the application of incident management systems and Intelligent Transportation System (ITS) innovations, are not relevant to the subject site. It is recommended that future Traffic Studies include specific TDM strategies tailored to the proposed site.*

**Response**

Acknowledged. The future transportation study will provide a detailed discussion on the relevant transportation demand management (TDM) strategies applicable to the site and its surrounding road network.

**Comment #59**

*Sections 6 and 7 present trip generation data for the subject site and other relevant sites. It is recommended that additional details be provided on the methodology used for these calculations. This should include, but not be limited to, specifying whether equations or average rates were used, and whether net floor area or gross floor area was considered in the calculations.*

**Response**

Acknowledged. The trip generation rates have been determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition.

For Lot 1 (land use code 820), the fitted curve trip rate was applied, while for Lots 2-6 (land use code 130), the average rate was used to estimate the site's generated trips. These selections were based on the highest trip generation rates to represent worst-case scenarios.

The estimated trips provide a high-level approximation. More detailed estimates, based on the gross floor area and additional information, will be provided once further details become available.

**Comment #60**

*The study mentions that the proposed site and other sites will generate 646 and 760 two-way trips during the AM and PM peak hours, respectively. However, the report lacks any analysis to confirm whether the roadways can accommodate this additional traffic. The "Planning Justification Report" dated December 2023 (Updated January 2024) asserts that the Traffic Study prepared by CGE concludes that the traffic generated by the proposed site can be accommodated on the existing road network. The traffic study does not confirm that the additional traffic can be accommodated; it simply notes that there will be an increase in traffic.*

**Response**

Acknowledged. A detailed transportation impact study will be submitted, which will include intersection traffic operation analyses for the AM and PM peak hours under existing, future background, and future total traffic conditions. The study will provide recommendations for traffic mitigation measures based on the results of these analyses.

**Comment #61**

*Note that Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response with the re-submission package clearly reiterating the Town's comments in order and including details of how each comment has been addressed.*

**Response**

Acknowledged.

**3.0 THE REGIONAL MUNICIPALITY OF PEEL COMMENTS, TRAFFIC DEVELOPMENT  
(JULY 29, 2024)**

**Comment #1**

*The Region in theory is in support of three accesses to the site, one being across from Maisonneuve Blvd on Mayfield Road, one being the upgrade and use of Davis Lane on Airport Road, and one being a new right-in/right-out access on Mayfield Road, exact location to be determined.*

**Response**

Acknowledged.

**Comment #2**

*The new fourth leg of the Mayfield Road and Maisonneuve Blvd. intersection should include a westbound right hand turn lanes, eastbound right and left turn lanes; all turning movements should be captured with auxiliary turn lanes; signals warrant analysis/assessment is required for our review.*

**Response**

Acknowledged. The conceptual design of the intersection is shown in **Figure 1**, with the overall layout plan provided in **Appendix C**. The design includes a westbound right-turn lane and an eastbound left-turn lane, as per the Region's comments. A signal warrant assessment for the intersection will be included in a future transportation impact study.

**Figure 1 Mayfield Road and Maisonneuve Blvd. intersection Conceptual Design**



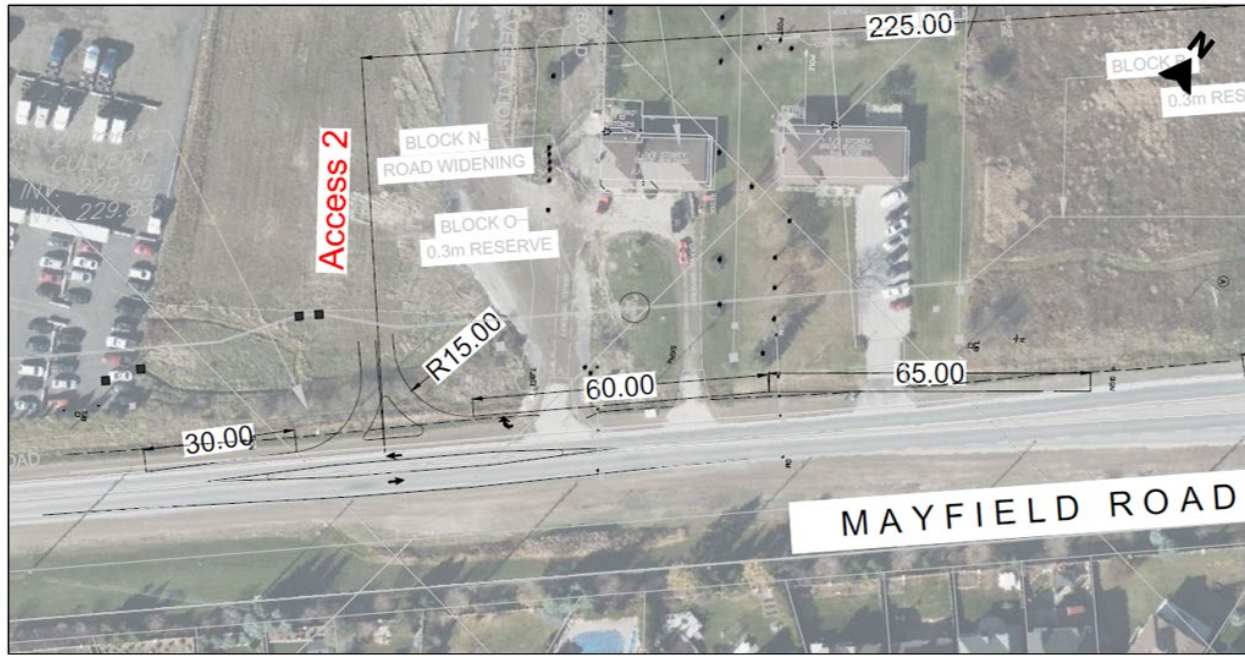
**Comment #3**

*The new right-in/right-out access onto Mayfield Road will require an auxiliary right turn lane, which shall meet minimum TAC standards. Spacing from other intersections to be shown on Site Plan.*

**Response**

Acknowledged. The conceptual design of the right-in/right-out access onto Mayfield Road is shown in **Figure 2**, with the overall layout plan provided in **Appendix C**. The design includes an auxiliary right-turn lane into the site, and the intersection spacing complies with the Region's spacing requirements.

**Figure 2      Right-in/Right-out Access and Mayfield Road intersection**  
**Conceptual Design**



**Comment #4**

*If the right-in/right-out access is approved, it will need to be physically restricted by a centre median.*

**Response**

Acknowledged. The conceptual design includes a median to restrict southbound and eastbound left-turn movements. These provisions will be included in the subdivision agreement, which will be executed by the parties prior to plan registration.

**Comment #5**

*The Airport Road and Davis Lane intersection will require a Traffic Signals Warrant Assessment for our review.*

**Response**

Acknowledged. A traffic signal warrant assessment for the intersection will be included in a future transportation impact study.

**Comment #6**

*Pedestrian infrastructure may be required to be constructed or upgraded as part of the Site Plan or subdivision.*

**Response**

Acknowledged. This will be included as part of the subdivision agreement to be executed by the parties prior to plan registration.



**Comment #7**

*The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for both intersections and new access, The Region also requires a truck turning template in that package for review and comment. To note: The Region has a Capital Project in the vicinity; road widening along Airport Road, from Mayfield Road to King Street, the Project Manager is Olek Garbos and should be contacted for further details.*

**Response**

Acknowledged. Those details will be included in a future transportation impact study including truck and emergency services AutoTurn maneuvering diagrams.

Yours truly,

CGE TRANSPORTATION CONSULTING

A handwritten signature in blue ink, appearing to read 'Casey Ge', is positioned above the printed name and title.

Casey Ge, P.Eng.  
President

**APPENDIX A** – *The Town of Caledon and Peel Region Comments*

**APPENDIX B** – *Proposed Development Site Plan*

**APPENDIX C** – *Overall Layout Plan*

# **Appendix A**

## **The Town of Caledon and Peel Region Comments**



**DRAFT - July 12, 2024**

Sent Via Email

Clare Riepma  
Riepma Consultants Inc.  
220 Kempenfelt Drive  
Barrie ON L4M 1C4

Dear Clare Riepma:

**SUBJECT: Pre-Consultation - Draft Plan of Subdivision  
Riepma Consultations Inc. on behalf of the landowners 12151 Airport Road,  
6086, 6186, 6206, and 6230 Mayfield Road Town of Caledon.  
Part of Lot 1, Concession 1 (Albion)  
File Numbers: DART 21T-23003C**

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Further to the first submission received on December 8, 2023, February 12, 2024, March 15, 2024, March 21, 2024, April 5, 2024 and fee received on February 21, 2024, please find all comments below for your review and action.

## **Proposal**

The subject lands are designated as Prestige Industrial and General Industrial within the Tullamore Land Use Area (Schedule N in the Town's Official Plan). The applicant has submitted a draft plan of subdivision application to create blocks to facilitate the construction of the proposed collector road network, stormwater management facility, and other necessary blocks, to allow for the Holding Symbol (H) to be lifted for these lands.

## **Comments**

Town of Caledon, Planning Department, Development Planning

### **Draft Plan of Subdivision**

1. All lot lines for different blocks or lots are faint and hard to read. Please provide a draft plan without the topographic layer, only for the lands part of this subdivision application.
2. Please remove the land use labels (e.g. "Lands of Smart Centers" & "Existing transport Terminal". Many of the uses referred to are not permitted and are not included on draft plans.
3. Please put the road in a separate block.
4. The lands required for the road from Lot 1 needs to be in a separate block.
5. Separate blocks are required for daylight triangles to be conveyed to the Town and/or Region.
6. A reserve is required for lots that front Mayfield Road and Airport Road (please discuss with the Region).
7. The land use schedule needs to be revised to list all blocks, lots, reserves, roads, etc, and the area of each.

46. The value of the development land shall be determined as of the day before the day the approval of the plan of subdivision.

#### Town of Caledon, Planning Department, Landscape

Please note that all items pertaining to the conditions of draft plan approval listed below are in addition to the Town's typical draft plan conditions and development standards. Parks & Natural Heritage (Landscape) has reviewed the 1st submission for the draft plan of subdivision for prestige Industrial and General Industrial uses and detailed comments have been provided below:

##### General Comments

47. These comments may be modified to coordinate with the Natural Heritage comments when they are available.

##### Draft Plan of Subdivision

48. No comments at this time.

##### Arborist's Report & Tree Inventory

49. Please provide an Arborist Report and Tree Preservation Plan as per the Town of Caledon Terms of Reference for Arborist Reports, Tree Preservation Plans, and Tableland Tree Removal Compensation, 2023. The scope is to include all trees within 6m of the proposed limit of disturbance, including those on adjacent properties. The inventory of existing trees needs to include surveyed elevations at root flare as well for all trees to be retained. Please revise for the next submission The Terms of Reference can be found at the following link: <https://www.caledon.ca/en/town-services/landscape-requirements.aspx#Planning-and-Design>
50. The Tree Preservation Plan is to include Town of Caledon standard tree preservation notes and details on the Tree Preservation Plan (Refer to standard design details #606, 710, and 711, which can be found at the following link: [Standards, Policies and Guidelines - Town of Caledon](#)).
51. Please indicate the work zone/limit of disturbance (including the limits of the grading) on the Tree Preservation Plan and include any trees within 6m of the limit of disturbance (including construction access and equipment/material storage areas) or that will be impacted by the development. All trees on adjacent properties within 6m of the property line will need to be included in the Tree Preservation Plan and adequately preserved and protected.
52. Please show the Erosion & Sediment Control (ESC) fencing on the TPP. Where the Tree Protection Fencing follows the same path as ESC fencing, they can be combined in a complimentary manner that does not impede the function of each other. Please label the Tree Protection Fencing accordingly.
53. If any trees larger than 10cm DBH are proposed to be removed as a part of this project, tree compensation will be required. Please provide a Tree Compensation Planting Plan showing the proposed locations for all compensation trees. This can be combined with the TPP.

#### Town of Caledon, Transportation

54. Please note that a Terms of Reference (TOR) was not distributed to reviewing agencies before the submission of your application. It is highly recommended that a TOR be circulated to all relevant agencies prior to any initial submissions in the future. This practice is crucial as it helps establish a clearly defined scope of work from the outset, thereby aiming to minimize the number and extent of comments and revisions needed during the review process. By doing so, we can ensure a smoother, more efficient review and approval process for your project.
55. The 'Transportation Study' is acknowledged as preliminary, prepared prior to the completion of a detailed Traffic Impact Study (TIS). Consequently, all comments provided at this stage are provisional and subject to revision upon thorough review of the forthcoming TIS. It is important to emphasize that the preliminary nature of the current study means that further analysis and refinement are expected. Detailed assessments, data, and findings from the comprehensive TIS will be crucial in forming a more definitive evaluation and addressing any potential issues identified in the initial review.
56. Given that the subject site borders a Regional Road, decisions regarding access location and spacing are deferred to the Region of Peel. The Region's input and approval will be necessary to determine the most appropriate access points and spacing for the site, taking into account regional traffic patterns and safety requirements.
57. In Figure 1, the site labeled 12117 Airport Road appears to be landlocked between the subject site and the Smart Centre Site. This raises concerns about future accessibility for the landlocked site. It is essential to address how access will be provided to this site to ensure proper connectivity and avoid potential issues related to land use and traffic flow. Please include an explanation of the planned access routes for this site in future reports, including any proposed roadways, easements, or other means of ensuring that the site is not isolated and remains accessible for its intended use. This information is crucial for a comprehensive understanding of the overall site plan and its impact on the surrounding area.
58. Section 4 outlines the benefits of effective Transportation Demand Management (TDM) strategies and provides examples of typical TDM measures. However, some of these measures, such as High-Occupancy Vehicle (HOV) lanes in existing rights-of-way for buses, taxis, and cars with three or more occupants, and the application of incident management systems and Intelligent Transportation System (ITS) innovations, are not relevant to the subject site. It is recommended that future Traffic Studies include specific TDM strategies tailored to the proposed site.
59. Sections 6 and 7 present trip generation data for the subject site and other relevant sites. It is recommended that additional details be provided on the methodology used for these calculations. This should include, but not be limited to, specifying whether equations or average rates were used, and whether net floor area or gross floor area was considered in the calculations.
60. The study mentions that the proposed site and other sites will generate 646 and 760 two-way trips during the AM and PM peak hours, respectively. However, the report lacks any analysis to confirm whether the roadways can accommodate this additional traffic. The "Planning Justification Report" dated December 2023 (Updated January 2024) asserts that the Traffic Study prepared by CGE concludes that the traffic generated by the proposed site can be accommodated on the existing road network. The traffic study does not confirm that the additional traffic can be accommodated; it simply notes that there will be an increase in traffic.

61. Note that Transportation Engineering reserves the right for additional comments based on a revised submission. Transportation Engineering requests that the Traffic Consultant provide a response with the re-submission package clearly reiterating the Town's comments in order and including details for how each comment has been addressed.

#### Town of Caledon, Energy and Environment

62. On May 21<sup>st</sup>, Town Council adopted new Green Development Standards, which will come into effect July 1, 2024 for new applications. At this time applicants are strongly encouraged to adhere to the approved GDS metrics, however until the effective date applicants are required to submit a Green Development Standards Brief explaining the sustainability features proposed for the site. This Brief can be in the form of a narrative responding to each of the three theme areas outlined in the GDS. The approved metrics can be found [here](#); further details and supporting materials will be uploaded to the Town's website in the coming weeks.

#### Town of Caledon, Finance Department, Finance

##### Development Charges Comments

63. If the proposed developments (draft plan of subdivision to facilitate the construction of several buildings for industrial purposes) were to proceed as planned, the taxable assessment value of the properties are likely to change, to reflect the developments that would have taken place.
64. If the proposed developments are processed through site plan applications, the industrial buildings will be subject to Development Charges at the Non-Residential (Industrial) rates that will be in effect on the dates when the site plan applications are deemed complete (the application completion dates).
65. Development Charges at the Non-Residential (Industrial) rates are currently:
- c. Town of Caledon: \$96.12 per m<sup>2</sup> of new or added industrial floor space.
  - d. Region of Peel: \$221.01 per m<sup>2</sup> of new or added industrial floor space.
  - e. Education: \$9.69 per m<sup>2</sup> of new or added industrial floor space.
66. Interest on Development Charges will apply for the period starting one day after the application completion date, through to the date on which those charges will be received by the Town, or on the expiry of 24 months after the application approval date. For the purposes of clarity, note that the calculation of Development Charges at 'frozen rates' will commence on the application completion date, while the payment period for those rates will run from the date of application approval date for 24 months, after which, 'frozen rates' will end.
67. For the purposes of Development Charges, the term 'industrial floor space' should comply with the definition of an 'industrial building', as outlined in the Town's By-law No. 2019-31, or as amended. If compliance is not met, then the Non-Residential (Other) rates will apply.

#### Town of Caledon, Fire Services

Comments to be addressed within future site plan applications:

68. Indicate fire access route on the site plan.
69. Show fire access route signs as per the By-Law 2015-58.
70. Show location of fire department connections and distance to hydrants.

## Public Works

10 Peel Centre Dr.  
Suite B  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

peelregion.ca

**July 29, 2024**

Tanjot Bal  
Senior Planner, Development and Design  
Planning and Development Department  
Town of Caledon  
6311 Old Church Road,  
Caledon ON, L7C 1J6

**Re: DART Draft Plan of Subdivision Application to facilitate the conditions of the Tullamore Secondary Plan**

**Riepma Consultants Inc. on behalf of the landowners  
12151 Airport Road, 6086, 6186, 6206 and 6230 Mayfield Road  
Part Lot 1, Concession 1  
DART-21T-23003C**

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### Region of Peel Planning Authority

In accordance with Bill 185 which received Royal Assent on June 6, 2024, as of July 1, 2024, the Region has become an upper tier municipality without planning responsibilities. As such, lower-tier municipalities have assumed planning policy and approval responsibilities of the regional municipality, including primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends Peel's Official Plan and approval is provided by the Province. Therefore on July 1, 2024, the current Region of Peel Official Plan became the Town of Caledon Official Plan and shall be implemented by the Town of Caledon.

Beyond July 1, 2024, the Region's mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end the Region will continue to have an interest in community building to ensure the efficient, financially sustainable and effective delivery of infrastructure and services.

### Traffic Development

#### Access/Study Requirements

The Region is in receipt of a TIS for 21T-23003C, the study must be revised to address the below comments:

- The Region in theory is in support of three accesses to the site, one being across from Maisonneuve Blvd on Mayfield Road, one being the upgrade and use of Davis Lane on Airport Road, and one being a new right-in/right-out access on Mayfield Road, exact location to be determined.
- The new fourth leg of the Mayfield Road and Maisonneuve Blvd. intersection should include a westbound right hand turn lanes, eastbound right and left turn lanes; all turning movements should be captured with auxiliary turn lanes; signals warrant analysis/assessment is required for our review.



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- The new right-in/right-out access onto Mayfield Road will require an auxiliary right turn lane, which shall meet minimum TAC standards. Spacing from other intersections to be shown on Site Plan.
- If the right-in/right-out access is approved, it will need to be physically restricted by a centre median.
- The Airport Road and Davis Lane intersection will require a Traffic Signals Warrant Assessment for our review.
- Pedestrian infrastructure may be required to be constructed or upgraded as part of the Site Plan or subdivision.
- The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for both intersections and new access, The Region also requires a truck turning template in that package for review and comment.
  - To note: The Region has a Capital Project in the vicinity; road widening along Airport Road, from Mayfield Road to King Street, the Project Manager is Olek Garbos and should be contacted for further details.

### Property Requirements

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 14 (Mayfield Road) which has a mid-block right-of-way of 50 metres, 25 metres from the centreline of the road allowance, within 245 metres of intersections additional property as per the Official Plan requirement will be required, 55.5 metres, for a single left turn lane intersection configuration (27.75 metres) from the centreline of Mayfield Road, to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;
- 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, for a single left turn lane intersection configuration (25.25 metres) from the centreline of Airport Road, within 245 meters 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 two 15x15 metre daylight triangles at the intersections of both Airport Road & Davis Lane and Mayfield Road & Maisonneuve Blvd.
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 7 (Airport Road) & Regional Road 14 (Mayfield Road) behind the property line and daylight triangles, 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 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.

### 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.

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- Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.

### 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 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) and Regional Road 14 (Mayfield 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 \$1,724.41);
- 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;

### 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 \(brampton.ca\)](#)



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- Standard Drawings - Roads & Traffic: [Roads and traffic - standards drawings - Region of Peel \(peelregion.ca\)](http://peelregion.ca)

### **Development Engineering:**

#### Functional Servicing

- The Region has reviewed the FSR prepared by Jones Consulting Group LTD. The proposed services align with the Region's servicing strategy in the area. The report has been sent for detailed modelling.

#### Storm Water Management Comments

- The Region is in receipt of the SWMR prepared by Jones Consulting Group LTD. The report has been assigned for review, comments will be provided under separate cover.

#### Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 750mm sanitary sewer on Airport Road and a 250mm sewers on Maisonneuve Blvd.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction will be required.

#### Water Facilities

- The lands are located within Water Pressure Zone 6.
- Municipal water supply infrastructure consists of a 300mm watermain on Airport Road and 750/300/200mm watermain on Mayfield Road.
- A Functional Servicing Report (FSR) showing proposed watermain servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction will be required.

#### Region Roads

- The proposed development abuts Mayfield Road (Regional Road #14) and Airport Road (Regional Road #7).
- The Developer will be required to gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region, road widenings pursuant to the Region's Official Plan along Regional Roads.
- Region of Peel will not permit any changes to grading within Regional ROWs along the frontage of proposed development.
- No lots or blocks shall have direct access to the Regional roads. Any future access shall be in accordance with The Region Access Control By-law.
- Under no circumstances should the flow of storm water from the development be diverted into the Regional right of ways (by pipe or channel).
- The Developer shall submit to the Region
  - Storm Drainage Study Report to determine and demonstrate, that there is no adverse effect of the proposal on the existing structures and drainage along the Regional road;
  - Traffic Impact Study (TIS) detailing the impact of the Development on the Regional road network and identifying any mitigation measures.

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### General

- All costs associated with servicing proposed development will be at the applicant's expense.
- Applicant will be required to enter into applicable Development Agreement with appropriate agencies.

### **Environmental Site Assessment Comments**

- All four (4) of the reports concluded that a Phase Two ESA was required to investigate the areas of potential environmental concern (APECs) identified in the Phase One ESA. As such, we will need to be provided with those reports (Phase Two ESA) prior to providing our fulsome review. If the Phase Two ESA has not been completed, we recommend the workplan be provided to us for review.

### Concluding Comments

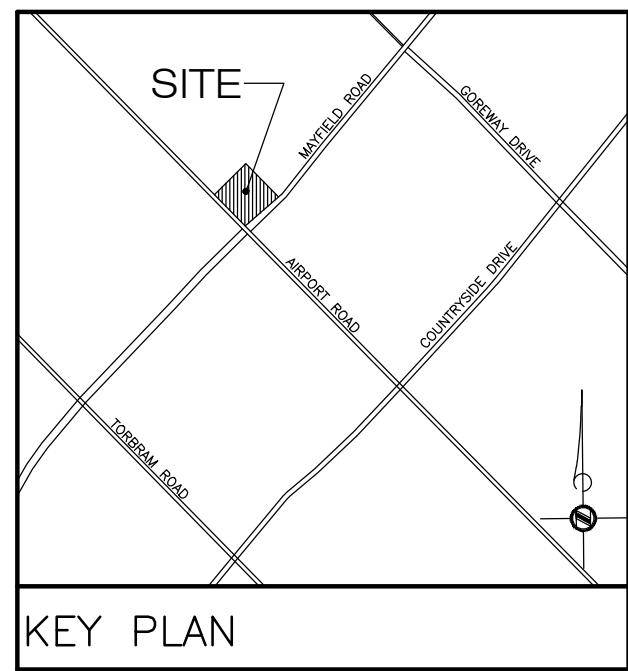
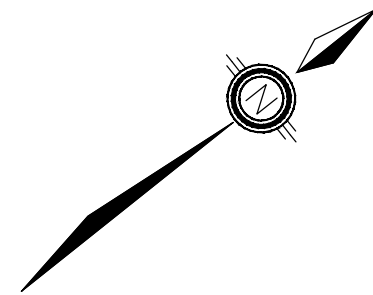
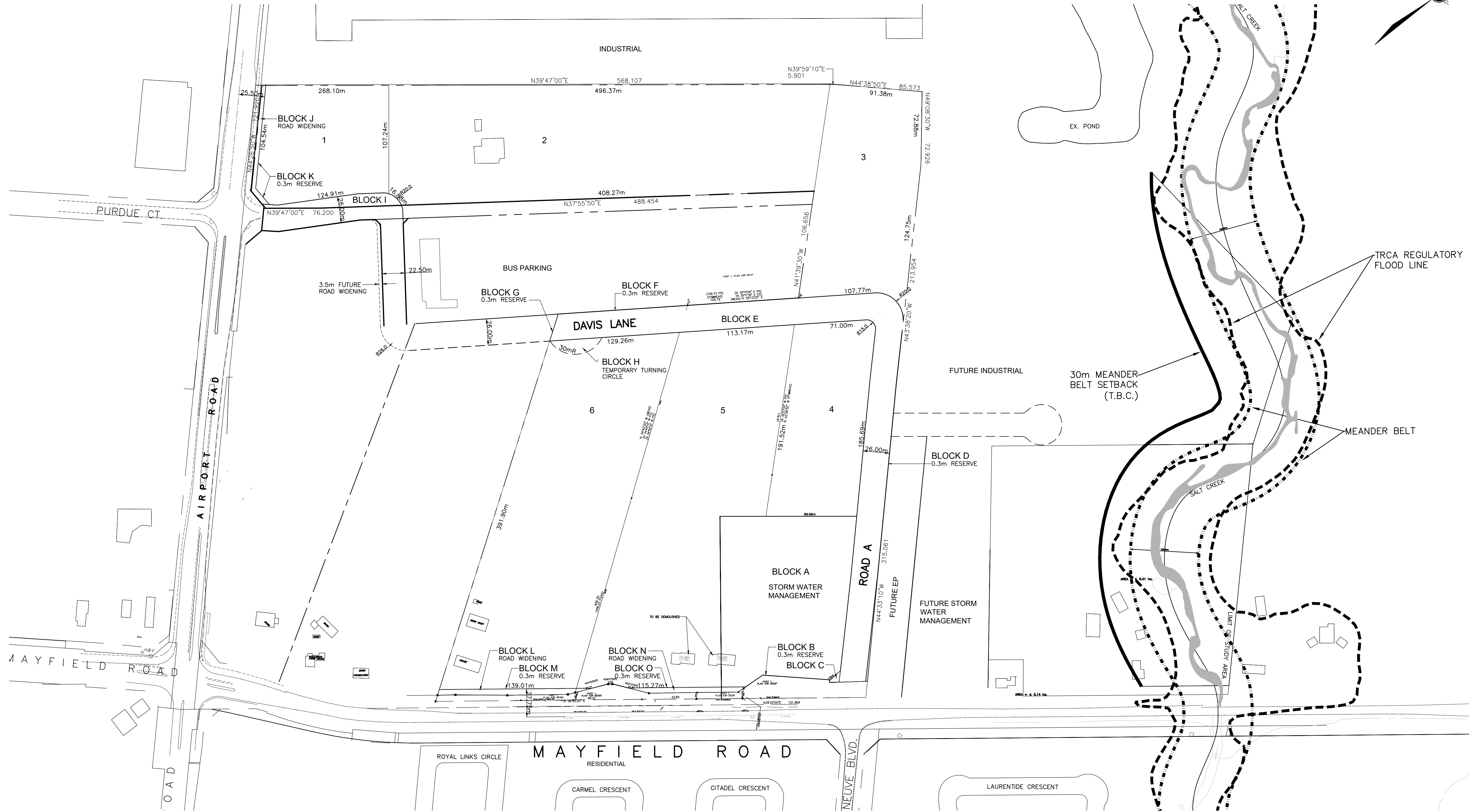
For further questions or concerns please contact the undersigned at 905-791-7800, extension 7921, or by email at: [dylan.prowse@peelregion.ca](mailto:dylan.prowse@peelregion.ca)



Dylan Prowse,  
Intermediate Planner, Development Services

# Appendix B

## Proposed Development Draft Site Plan



SECTION 51. PLANNING ACT. ADDITIONAL INFORMATION

- A) AS SHOWN ON PLAN
- B) AS SHOWN ON PLAN
- C) AS SHOWN ON PLAN
- D) AS SHOWN IN SCHEDULE OF LAND USE
- E) AS SHOWN ON PLAN
- F) AS SHOWN ON PLAN
- G) AS SHOWN ON PLAN
- H) AVAILABLE
- I) LOAM
- J) AS SHOWN ON PLAN
- K) ALL MUNICIPAL SERVICES AVAILABLE
- L) AS SHOWN ON PLAN

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS HAVE BEEN ACCURATELY AND CORRECTLY SHOWN

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: AIRPORT 12151 INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 6230 MAYFIELD INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 6206 MAYFIELD INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 2652876 ONTARIO LTD.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

OWNER'S CERTIFICATE

I AUTHORIZE RIEPMA CONSULTANTS INC. TO SUBMIT THIS DRAFT PLAN ON MY BEHALF

OWNER: 6086 MAYFIELD INC.

SIGNED: \_\_\_\_\_ DATED: \_\_\_\_\_

14/8/24 REVISED FOR SECOND SUBMISSION DN

19/1/24 REVISED FOR SUBMISSION DN

DATE DESCRIPTION CHECKED BY

REVISIONS



220 Kempenfelt Drive  
Barrie, Ontario  
L4M 1C4

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riepma@riepma.ca

Project Title

TULLAMORE SUBDIVISION

Drawing

DRAFT PLAN

DATE July 2024 ISSUED

JOB NUMBER 2107 DRAWN BY D.N.

SCALE 1:2000 CHECKED BY C.R.

SHEET NUMBER DP.1

LAND USE SCHEDULE

BLOCK A	SWM POND	21,391.5m <sup>2</sup>	2.14ha
BLOCK B	ROAD WIDENING	1,058.7m <sup>2</sup>	0.11ha
BLOCK C	DAYLIGHT TRIANGLE	115.3m <sup>2</sup>	0.01ha
BLOCK D	0.3m RESERVE	112.5m <sup>2</sup>	0.01ha
BLOCK E	ROAD 'A'	18,421.2m <sup>2</sup>	1.84ha
BLOCK F	0.3m RESERVE	71.3m <sup>2</sup>	0.01ha
BLOCK G	0.3m RESERVE	8.4m <sup>2</sup>	0.00ha
BLOCK H	TEMPORARY TURNING CIRCLE	543.6m <sup>2</sup>	0.05ha
BLOCK I	ROAD 'A'	1,193.8m <sup>2</sup>	0.12ha
BLOCK J	ROAD WIDENING	467.0m <sup>2</sup>	0.05ha
BLOCK K	0.3m RESERVE	36.9m <sup>2</sup>	0.00ha
BLOCK L	ROAD WIDENING	337.9m <sup>2</sup>	0.03ha
BLOCK M	0.3m RESERVE	39.5m <sup>2</sup>	0.00ha
BLOCK N	ROAD WIDENING	519.2m <sup>2</sup>	0.05ha
BLOCK O	0.3m RESERVE	76.2m <sup>2</sup>	0.01ha

TOTAL AREA 44,393.0m<sup>2</sup> 4.43ha

BLOCK 1	COMMERCIAL	14,626.3m <sup>2</sup>	1.46ha
BLOCK 2	INDUSTRIAL	47,926.4m <sup>2</sup>	4.79ha
BLOCK 3	INDUSTRIAL	20,883.3m <sup>2</sup>	2.09ha
BLOCK 4	INDUSTRIAL	16,297.7m <sup>2</sup>	1.63ha
BLOCK 5	INDUSTRIAL	42,583.3m <sup>2</sup>	4.26ha
BLOCK 6	INDUSTRIAL	46,522.1m <sup>2</sup>	4.65ha

TOTAL AREA 188,839.1m<sup>2</sup> 18.88ha

TOTAL AREA OF LAND 23.127ha

# Appendix C

## Overall Layout Plan







## Posted Speed – Mayfield Road



Source: Google Maps

### Transportation Association of Canada (TAC) Guidelines - Right Turn

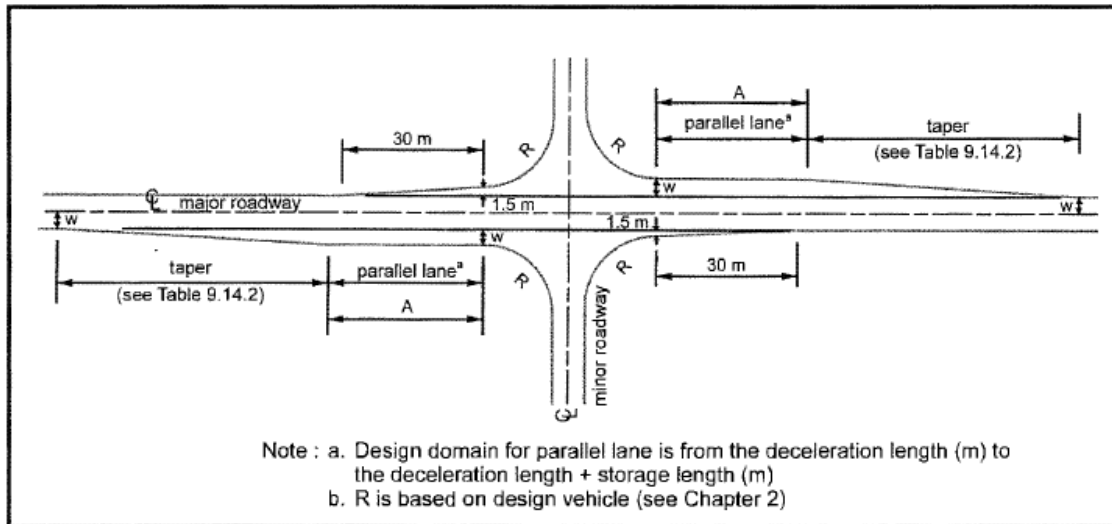
Suggested taper and parallel lengths are shown in **Table 9.14.2** and illustrated in **Figure 9.14.4**.  
Adjustments for intersections on curves are discussed in **Section 18.8**.

**Table 9.14.2: Right-Turn Taper with Parallel Deceleration Lane Design**

Design Speed (km/h)	Taper Ratio <sup>a</sup> Design Domain	Radius for Reverse <sup>a</sup> Curves (m)	Parallel Lane Length <sup>b</sup> Design Domain
50	11:1–17:1	90–150	35–75
60	14:1–17:1	150	40–90
70	17:1–20:1	150–220	50–110
80 <sup>c</sup>	17:1–24:1	150–300	60–130

- Notes:
- a) Taper may be straight line or may be symmetrical reverse curves; length is derived from design values calculated for a 3 s lane change criterion for the appropriate operating speed.
  - b) Additional parallel lane length may be required for storage.
  - c) For higher design speeds, refer to **Chapter 10**.





**Figure 9.14.3: Right-Turn with Parallel Deceleration Lane Design**

**Site Access 1 opposite Maisonneuve Blvd**

Full access movement

**Site Access 2**

Right in/right-out access with provision of Median

**Site Access 3 opposite Ourdue Court**

Existing configuration