

April 22, 2024

Eric Lucic
Commissioner, Planning and Development
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Public Works

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**RE: Caledon Strong Mayor Powers - Proposed Zoning By-law Amendment
Lands at the North-East Corner of Regional Road 50 and Columbia Way, Town of
Caledon
Town File Number: RZ 2024-0011C (Area A12)
Region File Number: RZ 24-011C
Related File: Proposed Official Plan Amendment (File No. POPA 2022-0002) and
Zoning By-law Amendment (File No. RZ 2022-0001)**

Dear Eric,

On April 4, 2024, the Region received a request for comments on a proposed Zoning By-law Amendment to implement the use of Strong Mayor Powers for the lands located at the north-east corner of Regional Road 50 and Columbia Way. As part of the request for comments, the Region received a copy of the Notice of Application and Public Meeting, as well as correspondence from Loopstra Nixon to the Clerk which included a copy of the proposed Zoning By-law Amendment.

On April 17, 2024, the Region received a request for comments with a revised copy of the proposed Zoning By-law Amendment for the same lands.

The proposal will create a new community with a variety of land uses through the rezoning of lands from a site-specific commercial zone (C-577) to a mixed-use zone.

Application is Premature

While the majority of these lands are designated as Bolton North Hill Commercial Area in the Bolton Land Use Plan (Schedule 'C' in the Town of Caledon Official Plan), the proposed development looks to implement residential uses on the property and therefore requires an Official Plan Amendment to permit the uses. The Region of Peel suggests that this By-law is premature without the Official Plan Amendment supported by satisfactory technical studies (i.e. servicing study, transportation study, stormwater management study, etc.). Through the related Official Plan Amendment application, all stakeholders would collaborate to ensure that the site will be a well-planned and sustainable with a variety of land uses (including housing types and affordable housing types), community infrastructure and hard infrastructure (such as water and wastewater services, stormwater management and a road/transit network). The studies which have been submitted as part of the related Official

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Plan Amendment are not yet satisfactory. Finally, the By-law as circulated contains a number of areas of concern and lacks some clarity, zoning standards and holding provisions.

While the Region is a supportive partner in addressing the housing crisis and delivering affordable housing, without fundamentals such as servicing in place, houses cannot be constructed regardless of the approval of a Zoning By-law Amendment.

Despite the prematurity of this application, the Region is committed to working with our municipal partners and has provided additional comments and requests holding provisions as outlined for your review and consideration below. These will help address some of the application's prematurity concerns.

Housing Pledge

Based on previous conversations with the Town, the Region understands that these lands are identified as being necessary to meet the Town's Housing Pledge of 13,000 units by 2031.

Development Application Status

The Town has received Proposed Official Plan Amendment (File No. POPA 2022-0002) and Zoning By-law Amendment (File No. RZ 2022-0001) applications for the lands, which was circulated to the Region for review and comment. The most recent Regional comment letter, attached, indicated that additional information was required prior to the Region being satisfied with the applications. A revised submission to address Regional comments has not been received.

Specific Comments on the Proposed Zoning By-law

Request for Amendments to the Proposed Zoning By-law

In reviewing the proposed Zoning By-law Amendment, Regional staff request the following amendments to the By-law:

- While the Region is supportive of ensuring a broad array of housing types and tenure are available, it is not best practice to isolate housing tenure in such a way as the definition of "Non-Market Housing", unless there is no other way. In reviewing the various housing typology definitions in the Town's Zoning By-law, it is not clear that the distinction of tenure in such a way is warranted. The Region would encourage the Town to look at the types of housing permitted (i.e. apartment building, detached dwelling, townhouse dwelling, etc.) and define these unit types in that manner instead. Should the Town continue to define and permit this use, zone standards (i.e. setbacks, building height, etc.) should be incorporated into the By-law for this use.
- The Region is encouraging the Town to permit a variety of housing unit types in the By-law. The Town should review the existing By-law to identify other unit types permitted elsewhere in the Town which could be added to the By-law. An example would be to include back-to-back stacked townhouses. Should additional uses be

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added, zone standards (i.e. setbacks, building height, etc.) should be incorporated into the By-law for those uses.

- The applicant is encouraged to explore the opportunity for locating a licensed childcare centre within the proposed development. The Region notes that Private Home Day Cares are not permitted uses within a within the RMD-AAA-HDD zone. The Region would encourage the Town to consider adding this use.
- With more urban forms of development, it is common to see an increase of rear lanes, private roads, etc. These street types often come with reduced right-of-way widths which has proven to be a challenge for waste management collection vehicles. These vehicles require a minimum right-of-way width of 6 metres and the vehicles can only collect from the right-side of the vehicle. There is also a turning radius for these vehicles which must be designed for too. Regional staff note that the proposed Zoning By-law Amendment identifies lanes and therefore are requesting that Town staff consider adding a standard to the RMD-AAA-HDD zone which requires a minimum width of 6 metres for a private road/street or lane.
- In the circulation dated April 17, 2024, Town staff indicate in the email: “Please note that except for A10, all of the applications will require the completion of secondary plans with supporting studies, to conform to the Official Plan”. This is not specified anywhere within the By-law. Regional staff question if, for this site, Town staff meant that the related Official Plan Amendment will need to be completed. If the Town intends to require the Official Plan Amendment be adopted, this should be indicated through a Holding provision in the proposed Zoning By-law Amendment. The Region has asked for this provision.

However, in noting that Town staff intend on requiring the Official Plan Amendment for these lands (although not expressed in the By-law) and noting that there is no paragraph of the By-law which delays the date that the By-law comes into full force and effect, Region of Peel staff request that this provision of the By-law be added to reflect the date the Official Plan Amendment for this site becomes in full force and effect.

Alternatively, rather than bringing forward the By-law for approval on April 30, 2024 as intended, the Town could bring forward the By-law after the Official Plan Amendment is in full force and effect and therefore the provision would not be required.

Request for Holding Provisions

The Region is requesting Holding (“H”) provisions be applied to the entirety of the lands subject to RZ 2024-0011, by applying a Holding (“H”) symbol to the RMD-AAA-HDD zone.

As outlined above, although Town staff have indicated that a Secondary Plan would be required for these lands, though Regional staff question if this comment may have been

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intended to mean that the site-specific Official Plan Amendment would be required. However, it has not been included as a Holding provision in either version of the proposed Zoning By-law Amendment the Region has reviewed.

The existing Holding provisions in the proposed Zoning By-law Amendment do not sufficiently address the requirements to be satisfied prior to the Holding symbol being lifted. In addition, the timing specified in the Holding condition 2.a. is unclear:

- Does “approval of Draft Plan of Subdivision has been issued” mean draft approval or does it mean approval of the M-Plan?
- The status related to Site Plan described as “a Site Plan Approval – Final Summary Letter” is not a status under the *Planning Act* and can be loosely interpreted or may become null if the Town choose to improve its Site Plan Approval process.

Considering that the related Official Plan Amendment and Zoning By-law Amendment applications are not yet satisfactory or approved, the Region is requesting a number of holding provisions to ensure that the site is developed effectively. The requested holding provisions are summarized at a high level below, with their specific content identified further in this letter:

- The first holding provision ensures that the related Official Plan Amendment (POPA 2022-0002) is completed. Recognizing that the planning authority will change as of July 1, 2024, the Region is not included as being a “satisfied” party in this condition.
- The second holding provision (comprised of subsections 3.a to 3.d) speaks to the requirements for delivering water and wastewater services in a timely, financially sustainable and effective manner.
- The third holding provision (comprised of subsections 4.a to 4.f) speaks to the requirements for ensuring a successful transportation network, including Regional roads.
- The fourth holding provision seeks to ensure that lands required for the delivery of Regional services, including public health, emergency services, transportation, water and wastewater services and affordable housing, are dedicated to the Region.
- The four last remaining holding provisions (5, 6, 7 and 8) require the submission of supporting studies required to be determined satisfactory by the Region to support development applications: Noise Assessment (adjacent to Regional roads), Healthy Development Assessment, Stormwater Management Report and Waste Management Plan.

As the proposed Zoning By-law Amendment does not reflect the Town’s formatting of a Zoning By-law Amendment, and more specifically, the formatting of Holding (H) provisions as per Section 13.3 of the Town’s Zoning By-law, the Region has provided our requested H provisions in the same format as Section 13.3.

<i>Zone Designation</i>	<i>Location</i>	<i>Conditions for Removal</i>
RMD-AAA-HDD	245 Highway 50	Until such time as the Holding Symbol is removed,

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		<p>no person shall <i>use</i> the lands to which the letter (H) applies for any <i>use</i> other than the <i>use</i> which legally existed on the effective date of this By-law.</p> <p>With respect to the lands <i>zoned</i> RMD-AAA-HDD, the Holding “H” Symbol shall not be removed until such time as:</p> <ol style="list-style-type: none"> 1. The Owner has received approval of the related Official Plan Amendment together with the required supporting studies. 2. The Owner has received written confirmation from the Region of Peel that: <ol style="list-style-type: none"> a. a satisfactory Servicing Report for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s); b. a satisfactory site-specific detailed Functional Servicing Report has been received and implemented for any required development or <i>Planning Act</i> application; c. a development agreement has been executed with the Region of Peel to implement the required water and sanitary sewer services, which may include the payment of fees and posting of required securities; and, d. there is sufficient municipal water and sanitary sewer capacity to service the lands. 3. The Owner has received written confirmation from the Region of Peel that: <ol style="list-style-type: none"> a. a satisfactory Transportation Study for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s); b. A satisfactory site-specific detailed Traffic Impact Study has been received and implemented for any required development or <i>Planning Act</i> application; c. a development agreement has been executed with the Region of Peel to implement the required Regional road improvements (including intersections with
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		<p>Regional roads), which may include the payment of fees, posting of required securities and dedication of roads, widenings, 0.3 m reserves and other lands;</p> <ul style="list-style-type: none"> d. there is sufficient capacity on the Regional road network to service the lands; e. the proposed road network (public and private) and accesses to Regional Roads are satisfactory; and, f. that stormwater is not directed onto Regional roads in accordance with Regional policies. <p>4. The Owner has received written confirmation from the Region of Peel that satisfactory arrangements for the dedication of any lands (including fees and costs) to the Region of Peel for the required delivery of Regional services, including public health, emergency services, transportation, water and wastewater services and affordable housing.</p> <p>5. The Owner has received written confirmation from the Region of Peel that, where the lands subject to a development application abut or are within 300 metres of a Regional Road, a satisfactory noise report has been received and the recommendations of the noise report have been implemented through the development application.</p> <p>6. The Owner has received written confirmation from the Region of Peel that, a satisfactory healthy development assessment has been received and the recommendations of the assessment have been implemented through the development application.</p> <p>7. The Owner has received written confirmation from the Region of Peel that, a satisfactory Stormwater Management Report has been received and the recommendations of the report have been implemented through the development application.</p>
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		8. The Owner has received written confirmation from the Region of Peel that, a satisfactory Waste Management Plan has been received and the recommendations of the report have been implemented through the development application.
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Advisory Comments

Regional staff offer the following advisory comments on the content of the proposed Zoning By-law:

- The proposed By-law seeks to reduce the number of parking spaces required. In addition, there does not appear to be parking rates established for Non-Market Housing. With these proposed reductions and silence on parking rates, together with a limited public transit network, the Region is concerned that parking may overflow onto neighbouring roads. On-street parking is not permitted on Regional Roads unless in accordance with the appropriate By-laws.
- The proposed By-law greatly reduces the regulatory framework for ensuring that lots have permeable surfaces and permits the majority of the lot to be covered with hard surfaces. An example is that the By-law includes no maximum building area and a 25% minimum landscape area. There may be many challenges with this, one being an increase in surface water runoff. Stormwater runoff is not permitted to discharge to a Regional road.
- The Region seeks confirmation from the Town as to whether the proposed Zoning By-law Amendment (RZ 2022-0001) will continue to be processed on the lands, or if the file will be closed should this Zoning By-law Amendment subject to Strong Mayors Powers be approved.
- Without the completion of the review on the proposed Official Plan Amendment and Zoning By-law Amendment as well as development application review (with the supporting materials), it is difficult to anticipate if the Zoning By-law Amendment will satisfactorily implement the proposed development. There is a risk that a further Zoning By-law Amendment or Minor Variance(s) may be required to implement the proposed development at a later date.

Further Review

At this time, it is challenging for the Region to identify all requirements and comments which we may have on proposed developments within this community due to a lack of information and time being provided to complete a review. As part of any future revised submission of this proposed Zoning By-law Amendment or any future *Planning Act* or development application, the Region will have additional comments. The Region has and will continue to provide more detailed comments on the proposed Official Plan Amendment (File No. POPA 2022-0003) application. The Region will also provide more detailed

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comments on the related Zoning By-law Amendment (File No. RZ 2022-0001) application, should this application continue to be processed.

Region of Peel Review Fees

In accordance with the Region of Peel Fee By-law (By-law 50-2023), the required Zoning By-law Amendment fee payable to the Region of Peel in the amount of \$4,937.94 remains outstanding and is required. Please contact eftadvice@peelregion.ca to make the necessary payment arrangements.

Conclusion

The Region is a supportive partner in addressing the housing crisis and delivering affordable housing options; however, we suggest that this By-law is premature for the reasons outlined in this letter. The By-law as circulated contains several areas of concern and lacks clarity, zoning standards and holding provisions. Despite the prematurity of this application, the Region has requested zone provisions and holding provisions to be added to the proposed Zoning By-law Amendment and has also outlined a number of other considerations for the Town.

Correspondence for Public Meeting and Council Meeting

By copy of this letter to the Municipal Clerk, the Region is requesting that this letter form part of the public record and be made available as part of any Public Meeting, Committee Meeting and Council Meeting on this matter.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4455, or by email at: tara.buonpensiero@peelregion.ca.

Yours truly,



Tara Buonpensiero, MCIP, RPP
Chief Planner and Director of Planning and Development Services
Public Works Department

c.: Kevin Klingenburg, Town of Caledon
Agenda@caledon.ca
Bindu Shah, Town of Caledon
Tanjot Bal, Town of Caledon
Carmine Caruso, Town of Caledon
Adam Miller, Toronto and Region Conservation Authority
Dorothy DiBerto, Credit Valley Conservation

Appendix I: Regional Comments POPA 2022-0002 dated August 31, 2022

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August 31, 2022

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Community Development Planner
Development Services
Town of Caledon
6311 Old Church Road,
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**Re: Peel Region Comments
Town File: POPA 2022-0002 & RZ 2022-0001
Region File: OZ-22-002C
14245 Highway 50
Town of Caledon
Glen Scharr and Associates Inc. on behalf of Columbia Square Inc**

Region of Peel Requirements:

Region of Peel Staff have reviewed the above noted application for Site Plan Approval. The following must be fulfilled prior to Regional clearance:

- As the shared services are proposed to be shared with multiple condominiums, the Region requires confirmation from the Town of Caledon CBO prior to OZ approval to confirm the nonstandard approach will be allowed.
- A satisfactory Functional Servicing Report is required prior to Prior to OZ/RZ approval the non-refundable Functional Servicing Report Fee of \$515 is required as per the current Fees By-law
- A satisfactory TIS is required prior to Prior to OZ/RZ approval. Please see the below comments for further details.

Region of Peel Coomets:

Region of Peel Staff have reviewed the above noted application for Site Plan Approval. The following comments are intended to assist in preparation of the resubmission.

ROPA Exemption

- Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. We are pleased to advise that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.

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Site Servicing Comments:

- 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 recently released a web application used for locating water, wastewater, transportation and other regional asset 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, provide us with your name, name of your agency/company and your email address and we will request access on your behalf. Once access has been requested, instructions will be provided in the welcome email. Please contact Iwona Frandsen at iwona.frandsen@peelregion.ca, to request access.
- If you require assistance in addition to the information found in EPAL, please contact Records at PWServiceRequests@peelregion.ca
- Prior to Site Plan approval, Site servicing drawings are required for Review by Region of Peel Servicing Connections
- To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing Region of Peel Site Servicing connection approval.
- All Servicing and Grading drawings shall reflect the Region's and Local Municipality's road widening requirements
- Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.
- A satisfactory Servicing Submission is required prior to Official Plan Amendment and site plan approval
- Final Regional Site Servicing connection approvals are required prior to the local municipality issuing Building Permit
- Regional Site Servicing Connection approvals will not be issued until Preliminary Acceptance is granted by the Region of Peel for any external works required to facilitate development.
- Please be advised that due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at siteplanservicing@peelregion.ca for the process to submit an Electronic Fund Transfer for your servicing application fees.

Regional Easement/Infrastructure Review Requirements

There is a Regional sanitary sewer easement on the subject property. Please be advised that unauthorized encroachments on Regional easements will not be permitted

- Certain restrictions apply with respect to Regional easements as per the documents registered on title.

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- Existing easements dedicated to the Region of Peel for the purpose of sanitary sewer and/or watermain, must be maintained or the existing infrastructure relocated to the satisfaction to the Region of Peel, at the owner's cost
- Lines of influence of proposed underground permanent structure shall not encroach onto the existing Sanitary sewer infrastructure located within the Region of Peel easement (as per Region of Peel Sanitary Sewer Design Criteria 6.4)
- Please provide copies of all registered easement documents prior to Site Plan approval
- To determine the impact to the sanitary sewer, please submit the following drawings for the Region's review:
 - Landscaping
 - Foundation
 - Grading
 - Streetscaping
- The drawings must show the curbs, the sidewalk and the Region's infrastructure

Functional Servicing Review Requirements

A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval. Please refer to the Region's Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line

- We have received the FSR dated 2022-01-11 and prepared by Urbanworks Engineering Corporation/Michael Paulo, P.Eng The report must be revised to include the above PPU. The modeling cannot be completed at this time.
 - Hydrant flow test was not included.
 - FSR should include all the different tenures of condominiums.
 - Please utilize the PPU as per below:
- Consultant is required to complete and submit the Multi-Use Water Demand and Wastewater Discharge table for the Region to fulfil our modelling requirements and determine the proposal's impact to the existing system. The table shall be accompanied by the Supporting graphs for the hydrant flow tests and shall be stamped and signed by the Professional Consulting Engineer. This table will be required prior to RZ/OZ Approval
- For the design flow calculations, please use your site-specific estimated population or the most current Ontario Building Code Occupant Load determination
- For the design flow calculations, please consider the following PPU's, which are found in the Region of Peel 2020 DC Background Study:
 - Singles/Semi – 4.2
 - Multiples (Townhouses) – 3.4
 - Large Apartments (larger than 750 square feet) – 3.0
 - Small Apartments (equal to or less than 750 square feet) – 1.6
- Prior to OZ/RZ approval the non-refundable Functional Servicing Report Fee of \$515 is required as per the current Fees By-law

Regional Roads And Storm Water Requirements

- The Region of Peel has an Environmental Compliance Approval (9582-B9TRLW) for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no additional flows are permitted and no new connections are made to Regional Roads.

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- Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies. Alternatively, flows can be mitigated using Low Impact Development Technologies. Developers are required to demonstrate how this will be achieved through a Stormwater Management Report.
- No grading will be permitted within any Region of Peel ROW to support adjacent developments
- Grading and Drainage approval by the Region of Peel is required prior to Site Plan Approval
- A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval
- We have received the SWMR dated 2022-01-11 and prepared by Urbanworks Engineering Corporation/Michael Paulo, P.Eng. The Report is satisfactory in principal.
- The Region will require a satisfactory Stormwater Management Report prior to Site Plan Approval
- Prior to Site Plan approval, Grading and Drainage drawings are required for Review by Servicing Connections
- Please refer to the Region's Storm Water Management Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line
- Prior to OZ/RZ approval the non-refundable Stormwater Management Report Fee of \$515 is required as per the current Fees By-law

Legal Comments

- Condominium Water Servicing Agreement may be required prior to Condominium Registration
- The applicant is required to provide to the Region copies of all registered easements affecting the subject lands prior to OZ/RZ approval
- The applicant is required to provide to the Region with copies of the most current PINS. Prior to Site Plan Approval Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk

Water Servicing

- An existing 400 mm diameter water main is located on Columbia Way (Pressure Zone 6)
- This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1)
- It is required that a subject site connects to the municipal watermain(s) within the pressure zone designated for the lands, connection to correct zone will be confirmed during modeling.
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. 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.

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- For this type of development proposal, we recommend, where possible, the consideration of a domestic water and fire system looped to municipal water, to provide a redundant water supply
- This development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.

Sanitary Sewer Servicing

- An existing 250 mm diameter sanitary sewer is located on Kingsview Dr. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. 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.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.

General Servicing Comments

- All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <https://www.peelregion.ca/public-works/design-standards/#procedures>
- Please refer to Section 3 of our Site Plan Procedure document found on-line
- 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 the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval.
- Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.
- If you have questions regarding the Site Servicing Application Submission Requirements, please contact Servicing Connections at siteplanservicing@peelregion.ca
- Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards
- Should the tenure change to condominium(s), please notify us if the servicing drawings are revised to reflect the Local Municipality's Requirements for the **Ontario Building Code**. We may have additional comments and requirements

Traffic Development Comments:

Access and Studies

- The Region requests that a functional design be included as part of the next submission due to the new development consisting of over 100 veh/hr in the peak hour according to the RCS we will require an auxiliary turn lane for the access proposed off of Highway 50 and must meet the TAC requirements.
- The Region finds the growth rates and trip generation rates satisfactory and meet the ITE requirements.

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- The Region of Peel will require one (1) copy to be in electronic format and one (1) hard copy complete with the appropriate supporting documentation. This shall be submitted to the Traffic and Transportation Engineering section of Public Works Department for our review, comment and approval.
- In addition, the below link also contains additional links. [Traffic impact study - Region of Peel \(peelregion.ca\)Controlled Access By-law Road Characterization](#)

Property Requirements

The below comments are informational at this time. Land dedication and submission of the associated Draft R-Plan will be required at the Site Plan Approval Stage.

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 50 (Highway 50) which has a right of way of $36 + 5.5 = 41.5$ metres, 20.75 metres from the centreline of the road allowance,
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage of Regional Road 50 (Highway 50) behind the property line.
- A 15x15 m daylight triangle at the intersection
- The applicant is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. The applicant must provide the Region with the necessary transfer documents and deposited reference plan(s) to confirm the Region's ownership. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant;

Waste Management Comments:

This site is not within the vicinity of a landfill.

Phase 1A:

The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards Manual (WCDSM) and the following conditions being met and labelled on the Site Plan:

- Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonne, the weight of a fully loaded waste collection vehicle.
- The maximum grade permitted along the waste collection vehicle access route is 8 percent.

Phase 2:

The Region of Peel will provide **front-end collection** of garbage and recyclable materials subject to the following conditions being met and labelled on a **Waste Management Plan** prior to the Official Plan Amendment approval:

Waste Collection Vehicle Access and Egress Route

- A **minimum 18 meters straight head-on approach** to Collection Point is required. This is measured from the front of the first bin staged for collection and must be labelled.
- Stop signs on the roadway by the loading bay to stop traffic
- A convex mirror on the wall opposite the loading bay to assist both the truck and oncoming traffic with a better field of vision

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Collection Point Requirements

- **Overhead clearance at the Collection Point** – A minimum of 7.5 metres from the concrete pad is required at the Collection Point. The clear height of 7.5 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies. **This must be shown and labelled on subsequent revised submissions.**
- The Collection Vehicle must wholly fit in the Collection Point during collection. The Collection Point must have a **minimum length of 18 meters** for the Waste Collection Vehicle to avoid impacting the flow of traffic in the roadway. The collection point must also have a min. width of 6m.
- The **Collection Point** must show **sufficient space** for the staging of all bins of a single stream, whichever is larger (Garbage or Recyclable materials) and setting-out of Bulky Items (minimum 10 square meters).
- The **number, size, and type of receptacles** in the **Collection Point** must be clearly labelled.
- The **Collection Point** should not require the jockeying of front-end bins (i.e. manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. Please see **Appendix 4 of the WCDSM – Waste Collection Design Standards Manual** for suggested positioning of bins.

If jockeying of bins during collection is required, please indicate on the waste management plan that property management staff will be responsible for jockeying the bins during collection, subject to the following requirements:

- a. The bins should be properly positioned in the collection area on the day of collection before 7 am.
- b. The driver is not required to exit the collection vehicle to facilitate collection.
- c. Property management is responsible for moving bins during collection.
- d. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
- e. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
- f. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site

Phase 3:

For the Retail units: Retail waste must be set out separate from residential waste and **clearly labelled** on the site plan.

Residential units are eligible for Front-End waste collection provided that requirements in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual are met on the site plan:

- The collection area should not require the jockeying of front-end bins (i.e. manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region of Peel strongly discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection.

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- However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements:
 - 1) The bins should be properly positioned in the collection area on the day of collection before 7 am.
 - 2) The driver is not required to exit the collection vehicle to facilitate collection.
 - 3) Property management is responsible for moving bins during collection.
 - 4) The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
 - 5) Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
 - 6) Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
- **Please indicate on the site plan that property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection.**
- The Waste Collection Vehicle access route throughout the complex indicating turning radii and turning movements is to be **clearly labelled** on the drawing.
- Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
- All roads shall be designed to have a minimum width of **6 metres**.
- The Turning Radius from the centre line must be a **minimum of 13 metres on all turns**. This includes the turning radii to the entrance and exit of the site.
- The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be **clearly labelled** on the drawing according to **Sections 2.0 and 4.1** of the Waste Collection Design Standards Manual.
- A min. 18m straight head on approach to the collection point is required. This is measured from the front of the 1st bin staged within the **collection point**.
- The min. width required for collection point is 6m.
- The internal waste storage area must be large enough to contain all the required number of front-end bins for garbage and carts for recycling to allow for easy movement of the bins.
- The Collection Point must also show 10 square meters for the set-out of Bulky Items.
- Stop signs are required on the roadway by the loading bay to stop traffic.
- A convex mirror is also required on the wall opposite the loading bay to assist both the truck and oncoming traffic with a better field of vision.

Waste Storage Room:

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- All required Front-end bins of both streams must be shown in the Waste Storage Room depicted on drawing.
- The number, size, and type (Garbage/ Recyclable Materials) of Front-end bins must be labelled.
- The calculation showing the required number of Front-end bins must also be labelled. Please refer to WCDSM Appendix 6 Front-end Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations.
- The Waste Storage Room must also show 10 square meters for the storage of Bulky Items.
- If present, the location of the compactor must be shown and labelled.

At the site plan stage, all requirements on Section 2.0 and 4.0 of the Waste Collection Design Standards Manual must be adhered to including those above.

For more information, please consult the Region of Peel Waste Management Plan for Official Plan Amendment / Rezoning Application available at: <https://www.peelregion.ca/planning/business/pdf/waste-management-plan.pdf> and the Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

Sustainable Transportation and Public Health Comments

STSI Comments

Sustainable Transportation Strategy recognizes and identifies Peel's role to build awareness relating to sustainable modes of commuting, such as carpooling, transit, telework, walking and cycling. TDM/AT has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that the Region of Peel – STSI (Sustainable Transportation and Strategic Initiatives) aims to achieve by integrating TDM/AT and development to provide a more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promotes a healthy and active lifestyle. STSI offers the following recommendations for future iterations of this site.

- Recognize that developer participated in the Region's Healthy Development Assessment and scored a 15/20
- Consider installing visible, well-lit bicycle parking for visitors (short term parking) near the main entrance. Typically, 1-5 bicycle parking spaces can substitute for a parking space, up to a maximum of 25-30% of total required parking spaces
- Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists.
- Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible.
- Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments.
- Ensure that bicycle parking spaces and access aisles meet minimum dimensions; and that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored.
- Recommend the provision of lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks, and trails

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- Suggest the installation of EV (Electric Vehicle) charging stations for micro-mobility devices (e-scooter, e-bike, e-car) in public spaces and designate micro-mobility parking areas so devices do not impede the pedestrian clearway.
- Suggest a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided).
- Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible
- Provide sidewalk and cycling route connections (curbs are cut) through the property and suggest confirming lighting conditions meet current standards for pedestrian/cycling ways and walkways to make walkers/cyclists visible to vehicle users and provides a safer environment.
- Suggest making sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed (cut) curbs at street corners and convenient access to extra-wide parking spaces and ramps.
- Recommend wayfinding signage for site access (where required, e.g., when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious).
- Considering the installation of preferential parking options for commercial use staff.
- Consider further parking reductions applied by providing an incentive to commercial staff to provide Transit Discount cards to promote the use of local transit.
- Consider providing showers and changing facilities for the use of active commuters, regarding commercial use properties
- It is suggested to sell/lease parking spaces separately from units. This ensures less of an incentive for residents to own/use a vehicle. The Peel Healthy Development Assessment guide suggests providing unbundled parking for 50% of dwellings within 400 m (about 1312.34 ft) of a transit stop.
- Provide shelters, lighting and benches at any on-site transit stops

Public Health Comments

Public Health does not have any objections to the proposed Official Plan and Zoning By-Law Amendment application.

A Healthy Development Assessment was submitted and score of 15 was achieved (Silver Level). This demonstrates that the proposal is on its way to contributing to a healthy built form.

The following are our recommendations:

- Consider short term bicycle parking near building entrances and long-term secure bicycle parking for residents
- Encourage landscaped walkways with pedestrian scaled lighting within the site
- Where feasible, consider incorporating porous/permeable surfaces or light-coloured materials instead of black asphalt to mitigate negative aesthetic and environmental impacts
- Recommend a 2m wide sidewalk adjacent to 8 storey residential building along Highway 50 and Columbia Way frontages
- Recommend 1.5m wide sidewalks along townhouse unit frontages

- Consider age friendly development guidelines when designing spaces for multi-generational use

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



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