

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 Generally at the North-East Corner of Regional Road 50 and Industrial Road,  
Town of Caledon  
Town File Number: RZ 2024-0014C (Area A10)  
Region File Number: RZ 24-014C  
Related File: Proposed Official Plan Amendment (File No. POPA 2021-0003) and  
Zoning By-law Amendment (RZ 2021-0008)**

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 generally located at the north-east corner of Regional Road 50 and Industrial Road. 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 Bolton Highway Commercial (CHB) and Underserviced Industrial (MU) zones to a site-specific zone permitting a mixed-use development.

### **Application is Premature**

While the majority of these lands are designated for industrial and commercial land uses, the proposed development looks to change the permitted uses to be primarily residential on the properties 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, noise 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 Plan Amendment are not yet

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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 and a transportation network 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 not required and have not been 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 2021-0003) and Zoning By-law Amendment (File No. RZ 2021-0008) 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:

- 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 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 co-locating a licensed childcare centre within the proposed development. The Region notes that Private Home Day Cares are not permitted uses within the RM-### 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

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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 RM-###-HDD zone which requires a minimum width of 6 metres for a private road/street or lane.

- Paragraph 1 of the By-law appears to be inserting new terms into the Definitions Section; however, no terms are listed. Please clarify.
- Paragraph 2 of the By-law does not have the exception number in it. This is also missing from the zone table. Please clarify.
- Paragraph 3 of the By-law does not have the S.E. Map number on it. This is also missing from the zone table. Please clarify.
- The Region understands that previously the Town was requiring the approval of a Secondary Plan (Bolton Secondary Plans Review - underway) prior to the approval of a Zoning By-law Amendment. However, 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". The Region seeks clarification if the required Town of Caledon Official Plan Amendment is to be approved.

If the Town intends on requiring the Official Plan Amendment, this should be indicated through a Holding provision in the proposed Zoning By-law Amendment. The Region has asked for this provision.

If the Town intends 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 the site is 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 proposed Zoning By-law Amendment does not include any Holding ("H") provisions.

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The Region is requesting Holding (“H”) provisions be applied to the entirety of the lands subject to RZ 2024-0014, by applying a Holding (“H”) symbol to the RM-### zone. This information would need to be added to the text and schedule of the By-law.

Considering that the Official Plan Amendment and development applications are not yet satisfactory or approved, the Region is requesting a number of holding provisions to ensure that the community 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 Official Plan Amendment is approved. 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>
RM-###-HDD	Part of Lots 3 and 4, Concession 7 (Albion)	<p>Until such time as the Holding Symbol is removed, 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> RM-###-HDD, the Holding “H” Symbol shall not be removed until such time as:</p> <ol style="list-style-type: none"> <li>1. The Owner has submitted and received approval of the Official Plan Amendment, together with the required supporting</li> </ol>

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		<p>studies.</p> <ol style="list-style-type: none"> <li>2. The Owner has received written confirmation from the Region of Peel that:             <ol style="list-style-type: none"> <li>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);</li> <li>b. a satisfactory site-specific detailed Functional Servicing Report has been received and implemented for any required development or <i>Planning Act</i> application;</li> <li>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,</li> <li>d. there is sufficient municipal water and sanitary sewer capacity to service the lands.</li> </ol> </li>   <li>3. The Owner has received written confirmation from the Region of Peel that:             <ol style="list-style-type: none"> <li>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);</li> <li>b. A satisfactory site-specific detailed Traffic Impact Study has been received and implemented for any required development or <i>Planning Act</i> application;</li> <li>c. a development agreement has been executed with the Region of Peel to implement the required Regional road improvements (including intersections with 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;</li> <li>d. there is sufficient capacity on the Regional road network to service the lands;</li> <li>e. the proposed road network (public and private) and accesses to Regional Roads are satisfactory; and,</li> <li>f. that stormwater is not directed onto</li> </ol> </li> </ol>
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		<p>Regional roads in accordance with Regional policies.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
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### Advisory Comments

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

- The subject lands are located within an area of industrial activity. There are a number of considerations the Town should make as conflicts between these uses may exist:
  - Have the D-6 Compatibility Guidelines been addressed? These guidelines assist land use planning authorities on how to decide what types of land uses are appropriate near industrial uses. This may impact the functionality, setbacks, etc. of the industrial and/or residential land uses.
  - Have the NPC-300 Environmental Noise Guidelines been addressed? There have been discussions of this site being designated as a Class 4 noise site, which would typically occur through a Zoning By-law Amendment process.
- The site is proposing a maximum of 2,400 residential units as well as commercial space (area does not appear to be identified in the By-law). The by-law also proposes to reduce the parking requirements. With the high number of units proposed, the proposed reduction 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.
- Stormwater runoff is not permitted to discharge to a Regional road.
- Without the completion of the Official Plan Amendment 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 2021-0003) application. The Region will also provide more detailed comments on the related Zoning By-law Amendment (File No. RZ 2021-0008) 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



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outstanding and is required. Please contact [eftadvice@peelregion.ca](mailto: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](mailto: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](mailto: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 2021-0003 dated June 16, 2021, and June 10, 2022



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June 16, 2021

Kayleigh Arnott  
Community Development Planner  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**RE: Application for Official Plan and Zoning By-law Amendment  
12599 Hwy 50 Ltd.  
12599, 12563 Highway 50 & 2 Industrial Road  
Town of Caledon  
Town File: POPA 2021-0003 & RZ 2021-0008  
Region File: OZ-21-003C**

Dear Ms. Arnott,

Region of Peel staff have reviewed the above noted **Official Plan and Zoning By-law Amendment** applications and offer the following:

### **Regional Requirements**

The following requirements shall be completed by the applicant to the satisfaction of the Region prior to Official Plan and Zoning By-law Amendment approval:

### **Servicing Connections**

- Prior to Official Plan Amendment and Rezoning Approval, a satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The Report shall be in digital format. The Region has received a Function Servicing Report dated February 12, 2021 and prepared by Crozier Consulting Engineers. The Report is complete and will be sent for modelling. Additional comments will be provided upon completion of the modelling review.
- Prior to Official Plan Amendment and Rezoning Approval, the non-refundable Report Review Fee of \$515 is required as per current Fees By-law 6-2021. Please contact [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca) for details on how to submit the fee via Electronic Fund Transfer. Kindly reference the file number.
- The Region may be a participant in the Development Agreement. Further comments may apply once party status is determined.
- 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.

- Prior to Site Plan Approval, Grading and Drainage approval by the Region is required for review and approval.
- 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, a Storm Water Management Report (SMWR) satisfactory to the Region is required to determine the effect of the proposal on the existing structures and drainage within the existing regional right-of-way. The Region has received a SWMR dated February 12, 2021 and prepared by Crozier Consulting Engineers. The Report will be reviewed by a Site Servicing Technician at site plan stage.
  - 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.
  - 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
- Prior to Site Plan approval, Site servicing drawings are required for Review by Servicing Connections.
- Prior to Site Plan Approval, the applicant is required to provide the Region with copies of the most current Parcel Register (PINS). Further comments/requirements will be provided once PINS are reviewed by a Regional Law Clerk. PINS must be dated within two months of resubmission.

### **Traffic Development**

#### **Access/Study Requirements**

- A Traffic Impact Study will be required for the rezoning application. Terms of Reference must be submitted for review and approval before commencement of the study.
- The access type and location on Highway 50 will be determined via the TIS.
- Please note there's an on-going EA for George Bolton Parkway extension east of Highway 50, Industrial Road may be restricted to a right-in/right-out road as the construction of the George Bolton Parkway extension complete.

#### **Property Requirements**

- Prior to Official Plan Amendment and Rezoning Approval, a Draft Reference Plan will be required for review and approval. The plan shall show the following:

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- The Region will require the gratuitous dedication of lands to meet the Official Plan Right of Way requirement. Along the frontage of Highway 50, a total right-of-way width of 50.5 metres (25.25 metres from the centreline) is required;
- The Region will require gratuitous dedication of a 0.3 metre reserve along the frontage of Highway 50, except the 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 Region's right-of-way. The draft R-Plan is to be review by Legal Services and Traffic Development prior to depositing.
- Prior to Official Plan Amendment and Rezoning Approval, all drawings (site plan, landscape plan, site servicing and site grading drawings) shall be revised to reflect all traffic development requirements such as the road widening, the daylight triangle, approved access and the reserve.
- Prior to the Region accepting any dedication of lands, an Environmental Site Assessment must be completed to the Region's satisfaction.
- **NOTE:** Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region's easements and/or right-of-way limits.

### **Traffic Development Engineering Submission**

Depending on the proposed/required road access works, the following will be required:

- 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'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;
- A 7% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of the road and access works.
- **NOTE:** 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;
  - 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.

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- Approved engineering drawings will be required to be circulated for PUCG approval. Please note that any proposed construction with the Region of Peel's right-of-way is pending PUCG approval (minimum six to eight weeks process).
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

### **Hydrogeological Review**

The Region has reviewed the Hydrogeological report prepared by Palmer., dated March 3, 2021, and have the following comments:

- MECP well records must be provided within a 500m ZOI of the subject site.
- A door-to-door survey informing residents with domestic wells of nearby construction, with a proposal to have their well be included in a monitoring program, must be completed. If the resident is not available at the time of the survey, proof of contact must be provided.
- Contingency plan measures were not provided for mitigation purposes and must be included in the final submission.
- Discharge locations for construction dewatering were not provided.

### **Environmental Review**

The Region has reviewed the Phase One ESA prepared by Watters Environmental Group inc., dated March 2021, and have the following comments to be addressed prior to land being conveyed to the Region at site plan stage:

- The site is changing to more sensitive land use from commercial to residential so a Record of Site Condition (RSC) will be required.
- The report that has been provided to the Region is not completed in accordance with Ontario Regulation 153/04. As such, all reports provided to the Region should be completed in accordance with O.Reg. 153/04.
- The report indicates that an RSC will be filed and current reports conclude that there is on-Site PHC F2 contamination in groundwater. The report indicates that this area will be remediated as part of the RSC process, which will need to be included in the reports provided to the Region.
- The Region should be provided with the updated reports and a copy of the RSC that has been accepted by the Ministry of Environment, Conservation and Parks (MECP).
- Boreholes and monitoring wells must be advanced in the lands to be conveyed to the Region of Peel and included in the RSC submission to confirm the absence/presence of contamination.
- Lot 3, Concession 7 Water supply well installed onsite in 1976 for industrial and domestic uses. Water well listed onsite at 2 Industrial March 1973.
  - Are these wells still in use?
  - As part of the regulation, the consultant must confirm that that there are no domestic wells in use within 250 m of the Site.
- Page 40 indicates that there was one UST onsite with the service area of building 3 and states it was abandoned in place. Has this been verified or has any testing occurred in the area?

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- The report does mention that there was no evidence of USTs onsite, this seems like conflicting information.
- As part of the RSC process, the consultant will need to complete further Phase Two ESA work which includes the following:
  - Vertical and horizontal delineation including confirmation off off-site migration in groundwater
  - Groundwater remediation
  - Post groundwater remediation sampling

## **Waste Management**

**For the commercial units:** Waste collection will be required through a private waste hauler. **For the residential units:** 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**

1. A **waste collection vehicle maneuvering diagram** throughout the site outlining turning movements and radii will be useful to show these requirements on a Waste Management Plan.
2. The turning radius from the centre line must be a minimum of **13 metres** and **must be shown and labelled on all turns**. This includes the turning radii to the entrance and exit of the site, and into and out of the Collection Points.
3. All roads along access route must be a minimum of 6 metres. This must be shown and labelled on subsequent submissions.
4. A **minimum 18 meters straight head-on approach** to a Collection Point is required.
5. In a situation where a waste collection vehicle must reverse the **maximum straight back-up distance is 15 metres**. The collection vehicle must not be required to turn while reversing or reverse towards oncoming traffic.

### **Collection Point Requirements**

6. Please refer to **WCDSM Appendix 4 for an illustration of Indoor Waste Collection Point Specification and is also applicable to Outdoors**.
  - a. **The waste collection vehicle must wholly fit in the collection point** during collection. A minimum of **18 metres** must be provided for maneuvering during collection. This is measured from the front of the first bin staged for collection and must be labelled.
  - b. The **Collection Point** must show **sufficient space** for the staging of all bins of a single stream, whichever is larger and setting-out of Bulky Items (minimum 10 square meters). For 3 cubic yard front-end bin, the minimum width required is 3 metres for every front-end bin present, with a minimum depth of 2 metres. For 4

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cubic yard front-end bins, a minimum depth of 3 metres is required.

- c. The **number, size, and type of receptacles** in the **Collection Point** must be clearly labelled and shown on the staging areas

### **Indoor Storage Requirements**

7. Bin number, type (garbage/recycling) and size must be shown and labelled in waste storage room for all buildings.
8. Please refer to WCDSM Section 4.1.1 Table 4 and Section 4.1.2 Table 5 for bin calculation and must be **shown and labelled on a waste management plan**.

*Table 4. Maximum Number of Dwelling Units per Front-End Bin for Garbage by Bin Size*

<b>Type of Bin</b>	<b>3-Cubic Yards</b>	<b>4-Cubic Yards</b>	<b>6-Cubic Yards</b>
<b>Compacted</b>	54	72	N/A
<b>Non-compacted</b>	18	24	36

*Table 5. Maximum Number of Dwelling Units per Front-End Bin for Recyclable Materials by Bin Size*

<b>Type of Bin</b>	<b>3-Cubic Yards</b>	<b>4-Cubic Yards</b>	<b>6-Cubic Yards</b>
<b>Non-compacted</b>	45	60	90

9. The location of the compactor if present must be shown and labelled on the waste management plan.

For more information, please consult the Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

### **Notes: The following comments below are to assist in the preparation of the development application:**

- There is an existing 250 mm diameter sanitary sewer and a 300mm watermain located on Highway 50 & Industrial Road.
- Please review the Region's Water Design Criteria found on-line
- Please review the Region's Sanitary Sewer Design Criteria found on-line
- All servicing and grading drawings shall reflect the Region's and Local Municipality's road widening requirements. Existing private services can be relocated to the new property line or a licensing agreement will be required with the Town of Caledon or an encroachment agreement with the Region of Peel.
- To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing site servicing approval.
- This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. We

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require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply where possible.

- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.
- Please indicate if the developer will be pursuing LEED certification.
- Final site servicing approvals are required prior to the local municipality issuing a building permit.
- The subject land is to be serviced according to the Ontario Building Code (OBC) and current Region of Peel standards.
- Confirmation of approval by the Town of Caledon for fire protection is required prior to site servicing approvals.
- Should the tenure change to condominium, the Region will require that the servicing drawings be revised to reflect the local Municipality's Requirements for the Ontario Building Code and we may have additional comments and requirements.
- For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca)
- For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at [PWServiceRequests@peelregion.ca](mailto:PWServiceRequests@peelregion.ca)
- Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found at the following link: <http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf>
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- Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link: <http://www.peelregion.ca/pw/other/standards/linear/drawings/>
- Please refer to the Region's Storm Water Management Report Criteria found at the following link: <http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf>
- Please refer to the Latest Fees Bylaw found on-line at <http://www.peelregion.ca/council/bylaws/2010s/2019/bl-67-2019.pdf>
- 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>

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**Concluding Comments**

If you have any questions or concerns, please contact me at  
[Ricardo.Razao@peelregion.ca](mailto:Ricardo.Razao@peelregion.ca) 905.791.7800 x4426.

Yours truly,

A handwritten signature in cursive script that reads "Ricardo Razao".

Ricardo Razao  
Junior Planner, Development Services  
Region of Peel

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## Public Works

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June 10, 2022

Aleah Clarke  
Planner, MHBC  
on behalf of  
Town of Caledon  
6311 Old Church Road  
Caledon ON L7C 1J6

**RE: Application for Official Plan and Zoning By-law Amendment  
12599 Hwy 50 Ltd.  
12599, 12563 Highway 50 & 2 Industrial Road  
Town of Caledon  
Town File: POPA 2021-0003 & RZ 2021-0008  
Region File: OZ-21-003C  
2<sup>nd</sup> Submission**

Dear Ms. Clarke

Region of Peel staff have reviewed the above noted **Official Plan and Zoning By-law Amendment** applications and offer the following:

### **Regional Requirements**

The following requirements shall be completed by the applicant to the satisfaction of the Region prior to Official Plan and Zoning By-law Amendment approval:

### **Development Planning**

#### **Noise Report**

- A satisfactory Noise Study is required prior to approval of the OPA.
- Region staff have received the Noise and Vibration Feasibility Study prepared on February 23, 2022. Comments will be provided under separate cover.

### **Hydrogeological Study Requirements**

- A satisfactory Hydrogeological Study is required prior to approval of the OPA.
- Region staff note that comments were provided for the original completed study. A revised Hydro-G Study must form part of a future submission.

### **Traffic Development**

#### **Access/Study Requirements**

- The Traffic Impact Study dated January 12, 2022 prepared by BA Group, has been received and reviewed. While it is noted that internal discussions are still being held regarding access, the revised Study does not address the previous Regional Traffic Engineering Comments. A full move access is still

proposed on Highway 50 without restriction, which is not acceptable to the Region.

- Prior to Official Plan approval a satisfactory Traffic Impact Study will be required.

### **Property Requirements**

- Prior to Site Plan Approval, a Draft Reference Plan will be required for review and approval. The plan shall show the following:
  - The Region will require the gratuitous dedication of lands to meet the Official Plan Right of Way requirement. Along the frontage of Highway 50, a total right-of-way width of 50.5 metres (25.25 metres from the centreline) is required;
  - The Region will require gratuitous dedication of a 0.3 metre reserve along the frontage of Highway 50, except the 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 Region's right-of-way. The draft R-Plan is to be reviewed by Legal Services and Traffic Development prior to depositing.
- Prior to the Region accepting any dedication of lands, an Environmental Site Assessment must be completed to the Region's satisfaction.
- **NOTE:** Landscaping, signs, fences, gateway features or any other encroachments are not permitted within the Region's easements and/or right of-way limits.

### **Servicing Connections:**

#### **FSR and SWM**

- Prior to Official Plan Amendment and Rezoning Approval, a satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The Report shall be in digital format. The Region has received a Function Servicing Report dated January 26, 2022 and prepared by Crozier Consulting Engineers. The Report is under review and comments will be forwarded directly to the consultant.
- Prior to Official Plan Amendment and Rezoning Approval, the non-refundable Report Review Fee of \$515 is required as per current Fees By-law 6-2021. Please contact [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca) for details on how to submit the fee via Electronic Fund Transfer. Kindly reference the file number.
- The Region may be a participant in the Development Agreement. Further comments may apply once party status is determined.
- 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

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of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.

- Prior to Site Plan Approval, a Storm Water Management Report (SMWR) satisfactory to the Region is required to determine the effect of the proposal on the existing structures and drainage within the existing regional right-of-way. The Region has received a SWMR dated January 26, 2022 and prepared by Crozier Consulting Engineers. The Report will be reviewed by a Site Servicing Technician at site plan stage.
  - 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.
  - 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
- Prior to Site Plan Approval, Grading and Drainage approval by the Region is required for review and approval.
- Prior to Site Plan Approval, Site servicing drawings are required for Review by Servicing Connections.
- Prior to Site Plan Approval, the applicant is required to provide the Region with copies of the most current Parcel Register (PINS). Further comments/requirements will be provided once PINS are reviewed by a Regional Law Clerk. PINS must be dated within two months of resubmission.

#### **Waste Management**

- For the residential units: The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the following conditions being labelled and demonstrated on a Waste Management Plan prior to Official Plan Amendment approval:
  - 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.
  - The maximum grade permitted along the waste collection vehicle access route is 8 percent.
  - Maximum slope across the entire length of the collection point must not exceed 2%. This must be shown and labelled in revised submission.

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- 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 Waste Collection bin count is correct however, please note recyclable bins cannot be compacted as stated in TIS. Please correct.
- See WCDSM Appendix 6 of the Waste Collection Design Standards Manual for front-end bin dimensions. The bin calculation must be **shown and labelled on subsequent revised submissions**. Please refer to WCDSM Appendix 7 for waste bin calculations or refer to the tables below:

*Table 1. Maximum Number of Dwelling Units per Front-End Bin for Garbage by Bin Size*

Type of Bin	3-Cubic Yards	4-Cubic Yards	6-Cubic Yards
<b>Compacted</b>	54	72	N/A
<b>Non-compacted</b>	18	24	36

*Table 2. Maximum Number of Dwelling Units per Front-End Bin for Recyclable Materials by Bin Size*

Type of Bin	3-Cubic Yards	4-Cubic Yards	6-Cubic Yards
<b>Non-compacted</b>	45	60	90

- The location of the compactor (if present) and storage for bulky items (a minimum of 10 square metres) must be shown and labelled on the drawing. Please note that recyclable materials are not to be compacted.
- 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 (WCDSM) available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

### **Hydrogeological Review**

The Region has reviewed the Hydrogeological report prepared by Palmer., dated March 3, 2021, and have the following comments:

- MECP well records must be provided within a 500m ZOI of the subject site.
- A door-to-door survey informing residents with domestic wells of nearby construction, with a proposal to have their well be included in a monitoring program, must be completed. If the resident is not available at the time of the survey, proof of contact must be provided.

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- Contingency plan measures were not provided for mitigation purposes and must be included in the final submission.
- Discharge locations for construction dewatering were not provided.

**Notes: The following comments below are to assist in the preparation of the development application:**

- There is an existing 250 mm diameter sanitary sewer and a 300mm watermain located on Highway 50 & Industrial Road.
- Please review the Region's Water Design Criteria found on-line
- Please review the Region's Sanitary Sewer Design Criteria found on-line
- All servicing and grading drawings shall reflect the Region's and Local Municipality's road widening requirements. Existing private services can be relocated to the new property line or a licensing agreement will be required with the Town of Caledon or an encroachment agreement with the Region of Peel.
- To accompany the servicing review, the supporting Mechanical Drawings are required for review by Servicing connections prior to issuing site servicing approval.
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- 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>

### **Concluding Comments**

If you have any questions or concerns, please contact me at [dylanprowse727@gmail.com](mailto:dylanprowse727@gmail.com)  
905.791.7800 x7921.



Dylan Prowse  
Junior Planner, Planning and Development Services  
Region of Peel

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