



The Personal Information collected on this form is collected pursuant to section 45 of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request. Questions about the collection of personal information should be directed to the Freedom of Information and Privacy Coordinator, City of Brampton.

**APPLICATION**  
**Minor Variance or Special Permission**  
(Please read Instructions)

**NOTE:** It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law **270-2004**.

1.

Name of Owner(s)

Sunfield Dixie JV Inc.

Address

120 Whitmore Road, Unit 8, Woodbridge, Ontario, L4L 6A5

Attn. Matthew DiCarlantonio

Phone #

647-627-6696

Fax #

Email

matthew@sunfieldhomes.com
2.

Name of Agent

Peter Chee/MiKo Urban Consulting Inc.

Address

16 High Street, Etobicoke, Ontario, M8Y 3N8

Phone #

416-230-6935

Fax #

Email

mikourbaninc@gmail.com
3.

Nature and extent of relief applied for (variances requested):

1.0: Relief from Section 10.5(b) of the City of Brampton Zoning Bylaw from the required setback of a garage door to a flankage lotline of 6.0m to 1.2m

2.0: Relief from Section 10.12 of the City of Brampton Zoning Bylaw from the minimum distance between driveway and Street Intersection of 6.0m to 3.0m
4.

Why is it not possible to comply with the provisions of the by-law?

The Development was subject to an OLT Order. However, due to a slight oversight, the Site Specific Zoning Bylaw, OLT ZB 3-2021, inadvertently failed to address these sections of the bylaw. Please see report attached.
5.

Legal Description of the subject land:

Lot Number

Block 1, Plan 43M 2157

Plan Number/Concession Number

Municipal Address

9124 Dixie Road
6.

Dimension of subject land (in metric units)

Frontage

73.38m

Depth

74.01m

Area

0.341 ha
7.

Access to the subject land is by:

Provincial Highway

Municipal Road Maintained All Year

X

Private Right-of-Way

Seasonal Road

Other Public Road

Water

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

- EXISTING**

Rear yard setback \_\_\_\_\_

Side yard setback

Side yard setback

**PROPOSED**

Front yard setback 3.0m

Rear yard setback	7.5m
-------------------	------

Side yard setback	1.2m
-------------------	------

Side yard setback 1.0m

(See Site Plan attached)

- |    |   |  |
|----|---|--|
| 0. | Date of Acquisition of subject land:  | <u>2020</u>  |
| 1. | Existing uses of subject property:  | <u>Residential</u>   |
| 2. | Proposed uses of subject property:  | <u>Residential</u>   |
| 3. | Existing uses of abutting properties:   | <u>Residential to the east, City Park to the west, Open Space to the south and Hydro Substation to the north</u> |
| 4. | Date of construction of all buildings & structures on subject land:           | <u>n/a</u>   |
| 5. | Length of time the existing uses of the subject property have been continued: | <u>early 2000's</u>  |

16. (a) What water supply is existing/proposed?

Municipal  
Well

Other (specify) \_\_\_\_\_

- (b) What sewage disposal is/will be provided?

Municipal	<input checked="" type="checkbox"/>
Septic	<input type="checkbox"/>

Other (specify) \_\_\_\_\_

- (c) What storm drainage system is existing/proposed?

Sewers	<input checked="" type="checkbox"/>
Ditches	<input type="checkbox"/>
Swales	<input type="checkbox"/>

Other (specify): \_\_\_\_\_

17. Is the subject property the subject of an application under the Planning Act, for approval of a plan of subdivision or consent?

Yes ☒ No

Site Plan Approval File # SP-09-48

If answer is yes, provide details: File # \_\_\_\_\_ Status Pending

18. Has a pre-consultation application been filed?

Yes ☒ No ☐

19. Has the subject property ever been the subject of an application for minor variance?

Yes No ☒ Unknown

If answer is yes, provide details:

File # _____	Decision _____	Relief _____
File # _____	Decision _____	Relief _____
File # _____	Decision _____	Relief _____

Signature of Applicant(s) or Authorized Agent

Peter Chee (Agent)

DATED AT THE City OF Toronto  
THIS 15th DAY OF August, 2024  
16th Brampton

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

I, Matthew DiCarantonio OF THE Town OF Richmond Hill  
Region York Sunfield-Dixie JV Inc.  
IN THE Town OF Woodbridge SOLEMNLY DECLARE THAT:

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT THE

City OF BRAMPTON

IN THE REGION OF

PEEL THIS 16 DAY OF  
Aug, 2024

A Commissioner etc.

Valerie Low

a Commissioner, etc.,  
Province of Ontario,  
for the Corporation of the  
City of Brampton  
Expires June 21, 2027.

Signature of Applicant or Authorized Agent

FOR OFFICE USE ONLY

Present Official Plan Designation: \_\_\_\_\_

Present Zoning By-law Classification: \_\_\_\_\_

This application has been reviewed with respect to the variances required and the results of the said review are outlined on the attached checklist.

Zoning Officer

Date

DATE RECEIVED

Aug 16, 2024

VL

**APPOINTMENT AND AUTHORIZATION OF AGENT**

To: The Secretary-Treasurer  
Committee of Adjustment  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

LOCATION OF THE SUBJECT LAND: 9124 Dixie Road, Brampton, Ontario, L6S 1J3


I/We, Sunfield Dixie JV Inc.  
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject lands, hereby authorize

Peter Chee / Miko Urban Consulting Inc.  
please print/type the full name of the agent(s)

to make application to the **City of Brampton Committee of Adjustment** in the matter of an application  
for **minor variance** with respect to the subject land.

Dated this 15th day of August, 2024.

  
(signature of the owner[s], or where the owner is a firm or corporation, the signature of an officer of the owner.)

Matthew DiCarlantonio  
(where the owner is a firm or corporation, please print or type the full name of the person signing.)

**NOTE: If the owner is a firm or corporation, the corporate seal shall be affixed hereto.**



**PERMISSION TO ENTER**


To: The Secretary-Treasurer  
Committee of Adjustment  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

LOCATION OF THE SUBJECT LAND: 9124 Dixie Road, Brampton, Ontario, L6S 1J3

I/We, Sunfield Dixie JV Inc.  
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject land, hereby authorize the Members of the City of Brampton Committee of Adjustment and City of Brampton staff members, to enter upon the above noted property for the purpose of conducting a site inspection with respect to the attached application for Minor Variance and/or consent.

Dated this 15th day of August, 2024.

  
\_\_\_\_\_  
(signature of the owner(s), or where the owner is a firm or corporation, the signature of an officer of the owner.)

Matthew DiCarantonio  
\_\_\_\_\_  
(where the owner is a firm or corporation, please print or type the full name of the person signing.)

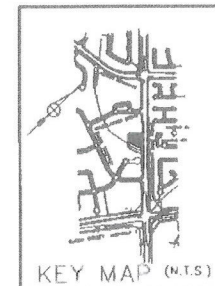
**NOTE: If the owner is a firm or corporation, the corporate seal shall be affixed hereto.**

**NO DISCUSSION SHALL TAKE PLACE BETWEEN THE COMMITTEE  
MEMBERS AND THE APPLICANT DURING THE SITE INSPECTION**

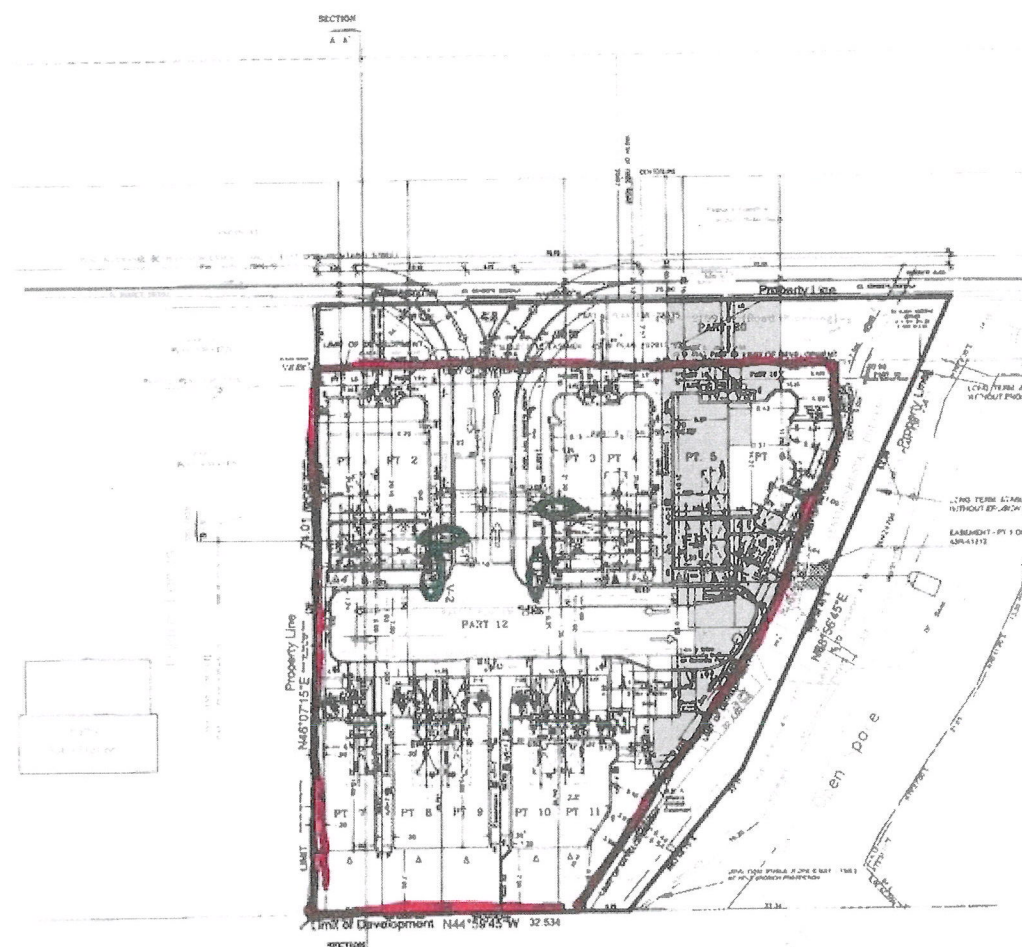
# SITE PLAN

City of Brampton  
Regional Municipality of Peel

Scale 1:200



Survey Information from:  
Ted Van Lanthier, O.S.  
110 GORDON ROAD  
BRAMBLETON, ONTARIO,  
L6S 1H4  
TEL. 905-792-6641  
DWG. #9913591.DWG  
JOB #99-1359-T



Site Statistics:  
(Gross Density-Incl. Bk.1, Bk.2, Bk.3)  
Lot Area: 44,500  
Units: 11  
UPH: 24.72

Site Statistics:  
(Net Density-Bk.1 Only)  
Lot Area: 0.34ha  
Units: 11  
UPH: 32.76

Note:  
Parts 13, 14, 15, 16, 17, 18, & 19,  
inclusive, and Part 20, are subject  
to a Region of Peel Watermain  
Easement as per Plan 202017VS.

Note:  
Rainwater Leaders for Parts 6, 7,  
8, 9, 10, & 11 shall be connected  
to rain barrels for reuse as  
irrigation water of the lawns.

## SITE PLAN SCHEDULE

NO.	DESCRIPTION	DATE
1	Site Plan Schedule	June 12/12
2	Site Plan Schedule	June 12/12
3	Site Plan Schedule	June 12/12
4	Site Plan Schedule	June 12/12
5	Site Plan Schedule	June 12/12
6	Site Plan Schedule	June 12/12
7	Site Plan Schedule	June 12/12
8	Site Plan Schedule	June 12/12
9	Site Plan Schedule	June 12/12
10	Site Plan Schedule	June 12/12
11	Site Plan Schedule	June 12/12
12	Site Plan Schedule	June 12/12
13	Site Plan Schedule	June 12/12
14	Site Plan Schedule	June 12/12
15	Site Plan Schedule	June 12/12
16	Site Plan Schedule	June 12/12
17	Site Plan Schedule	June 12/12
18	Site Plan Schedule	June 12/12
19	Site Plan Schedule	June 12/12
20	Site Plan Schedule	June 12/12

**GENERAL NOTES**

1. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BRAMPTON AND THE REGIONAL MUNICIPALITY OF PEEL.

2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BRAMPTON AND THE REGIONAL MUNICIPALITY OF PEEL.

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16. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BRAMPTON AND THE REGIONAL MUNICIPALITY OF PEEL.

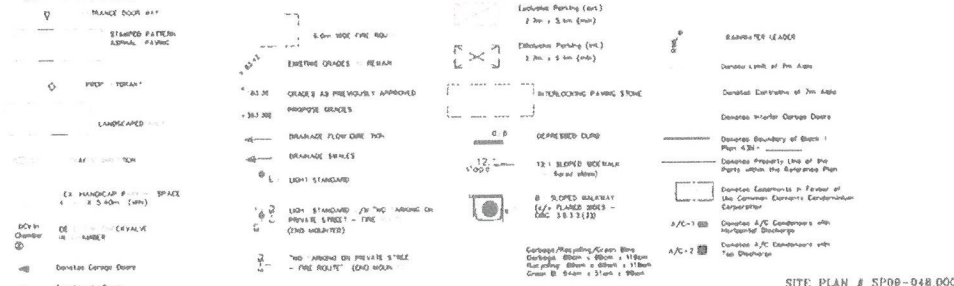
17. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BRAMPTON AND THE REGIONAL MUNICIPALITY OF PEEL.

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20. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BRAMPTON AND THE REGIONAL MUNICIPALITY OF PEEL.

## LEGEND:



## SITE PLAN

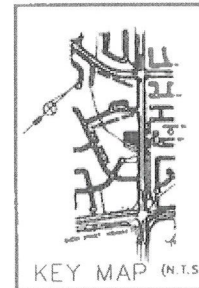
1:200 Scale  
DATE: 2008  
DRAWN BY: SPA-01  
CHECKED BY: SPA-01

DISIGNED BY:  
**Mi-Ko Urban Consulting**  
Professional Planning Consultants Inc.  
1111 KENNEDY STREET  
TORONTO, ONTARIO  
M3J 1K3  
TEL: 416-290-8806 FAX: 416-290-8807



# SITE PLAN

Score: 200



Survey Information from:  
Ted Von Lankveld, OLS  
110 GOLDCREST ROAD  
BRAMALEA, ONTARIO,  
L6S 1H4  
TEL 905 792-8641  
DWG #99-1359T.DWG  
JOB #99-1359-T

**Note:**  
Rainwater Leaders for Parts 6, 7, 8, 9, 10, & 11 shall be connected to rain barrels for reuse as irrigation water of the lawns.

19	2000 Reimbursements	April 12/24
18	2001 Reimbursements	June 4/26
17	Arrested Assault on a Person - 2000 Days	Sept. 6/24/01
16	1200 - Return on request by Budget	Sept. 29/01
15	Personal - Jan 2 2001 1/14/01 - 1/14/02	Feb. 5/11
14	Return Day - 1/14/01 - 1/14/02	Sept. 4/10
13	Return Day - 1/14/01 - 1/14/02	Sept. 23/10
12	Arrested Assault on a Person - 2000 Days	Sept. 17/01
11	Arrested Assault on a Person - 2000 Days	Sept. 17/01
10	Arrested Assault on a Person - 2000 Days	Sept. 17/01
9	Arrested Assault on a Person - 2000 Days	Sept. 17/01
8	Arrested Assault on a Person - 2000 Days	Sept. 17/01
7	Arrested Assault on a Person - 2000 Days	Sept. 17/01
6	Arrested Assault on a Person - 2000 Days	Sept. 17/01
5	Arrested Assault on a Person - 2000 Days	Sept. 17/01
4	Arrested Assault on a Person - 2000 Days	Sept. 17/01
3	Arrested Assault on a Person - 2000 Days	Sept. 17/01
2	Arrested Assault on a Person - 2000 Days	Sept. 17/01
1	Arrested Assault on a Person - 2000 Days	Sept. 17/01

**NOTE**

1) YOU WILL BE CHARGED ALL DIMENSIONS, SPECIFICATIONS, ETC. ON YOU AND SHALL BE RESPONSIBLE FOR REPORTING ANY DEFICIENCY TO THE ENGINEER AND FOR CORRECTION.

2) THESE PLANS ARE TO REMAIN THE PROPERTY OF THE DESIGNER AND MUST BE RETURNED UPON REQUEST. THESE PLANS MUST NOT BE USED IN ANY OTHER LOCATION WITHOUT THE WRITTEN APPROVAL OF THE DESIGNER.

3) ALL WORKS TO BE IN ACCORDANCE TO THE COUNTRY BUILDING CODE.

OWNER  
Sunfield Dixie JV Inc.  
120 Whitmore Road  
Unit 8, Suite 800  
Woodbridge, Ont.  
L4L 5A5  
TEL: (905) 851-2424  
ATTN: Larry Lecce

PROJECT:  
RESIDENTIAL DEVELOPMENT  
OF DIXIE-QUEEN  
9124 DIXIE ROAD  
PRY. OF EAST 1/2 OF LOT 6  
CONC. 3, E.H.S.  
BRAMPTON, ONT.

## SITE PLAN

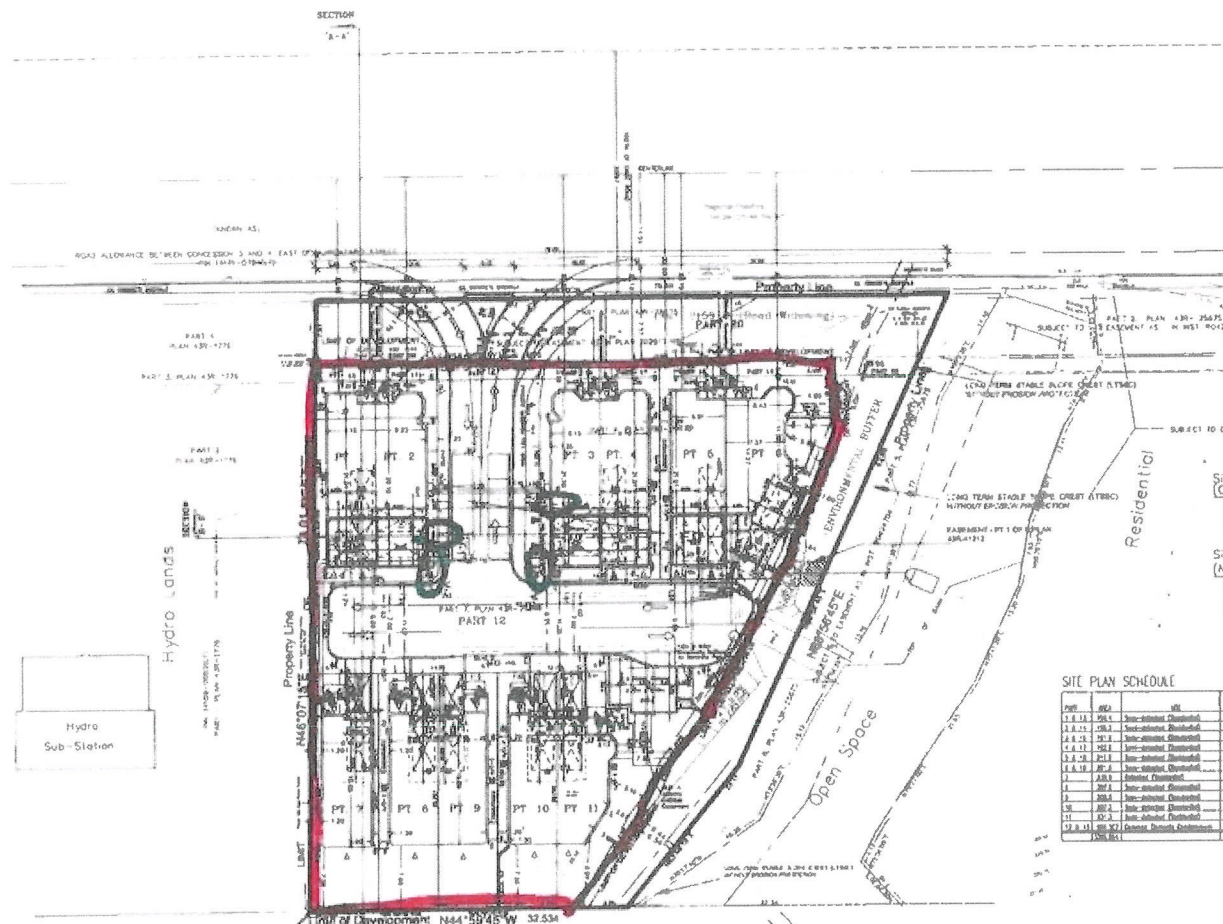
1200(-)	DRAWN BY
APR 2003	CHECKED BY
DRAWING NO.	SPA-01

DESIGNED BY:

**Mi-Ko Urban Consulting**  
Professional Planning Consultants Inc.

16 HIGH STREET  
TORONTO, ONTARIO  
M5T 3H8

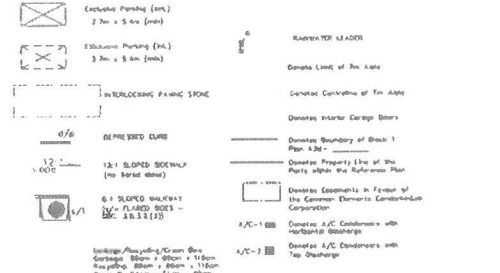
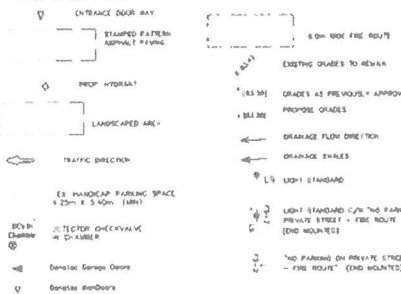
TEL: 416 830-0035 EMAIL: [mkurban@rogers.com](mailto:mkurban@rogers.com)



Site Statistics:  
(Net Density-Bk 1 Ony)

[illegible]

LEGEND:



SITE PLAN / SP08-048 000

## GENERAL NOTES

[illegible][illegible][illegible]

Diagram illustrating a parking lot layout with various features labeled:

- STAMPED PAVING (10' MIN)
- PREP HYDRANT
- LANDSCAPED AREA
- TRAFFIC DIRECTION
- EXISTING PARKING SPACES (20' x 8' 3/4" MIN)
- EXISTING DRIVEWAY
- EXISTING OVERHEAD
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY

EXERCISE GRADES TO REPAIR  
 GRADES AS PREVIOUSLY ADJUSTED  
 PROMOTE GRADES  
 DRAINAGE FLOW DIRECTION  
 DRAINAGE DETAILS  
 LIGHT STANDARD  
 LIGHT STANDARD WITH PRIVATE STREET - FIRE RISK  
 (END HOUR 10)  
 (END PARADES) ON PRIVATE STREET  
 - FIRE RISK - (END HOUR 10)

[illegible]

6	BLANKET TOP LEADER
7	Complete Listing of Ten Leaders
8	Complete Conviction of Ten
9	Domestic Interior Garage Set
10	Domestic Boundary of Beach Page 33d -
11	Domestic Property List of Domestic within the Residential
12	Domestic Expenditures in Foreign Use German Domestic for Corporation
13	Domestic A/C Condensate + Horizontal Drainage
14	Domestic A/C Condensate + Top Drainage

CONC. 3  
BRAMPTON

SI

1 200

APR 2

BRAMPTON

DESIGNED BY:

Mi-1  
Problems

PIL 110 23





**TRAFFIC IMPACT STUDY**

**9124 DIXIE ROAD  
PROPOSED RESIDENTIAL DEVELOPMENT  
OMB CASE NO. PL-110363  
CITY OF BRAMPTON,  
REGIONAL MUNICIPALITY OF PEEL**

**PREPARED FOR:  
ARLINGTON HOMES**

**PREPARED BY:  
C.F. CROZIER & ASSOCIATES INC.  
2800 HIGH POINT DRIVE, SUITE 100  
MILTON, ON  
L9T 6P4**

**ORIGINAL – JANUARY 2009  
ADDENDUM – NOVEMBER 2019**

**CFCA FILE NO. 587-3260**

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



Revision Number	Date	Comments
Rev. 1	November 2019	TIS Addendum

## 1.0 Executive Summary

CF Crozier & Associates Inc. (Crozier) was retained by Arlington Homes to prepare a Traffic Impact Study in relation to OMB Case No. PL-110363 for a proposed residential development located at 9124 Dixie Road in the City of Brampton, Regional Municipality of Peel. The purpose of the study is to evaluate the transportation-related impacts of the proposed development on the boundary road network and to determine if any mitigation measures are warranted.

A Traffic Impact Study was prepared by MGM Consulting Inc. (MGM) in January 2009 in support of the development application. This Traffic Impact Study is an update to the study prepared by MGM.

Per the Region of Peel's Conditions of Draft Approval (April 24, 2019), the proposed site access may operate as a full-moves access in the interim scenario (pre-widening) but must be restricted to a right-in/right-out (RI/RO) operation upon the widening of Dixie Road to six lanes, or at any time the Region considers a full-moves operation to adversely impact traffic safety and operations on Dixie Road. The Region has also stated that the interim full-moves access must provide an auxiliary northbound left-turn lane on Dixie Road with minimum 30 metres of storage and 60 metres of taper at the developer's cost. Thus, the proponent is proposing a RI/RO access to the development in the interim and ultimate scenarios. The RI/RO operation will be enforced by a raised triangular island at the site access (to be installed prior to occupancy of the first residential dwelling) and by a raised centre median on Dixie Road upon completion of the future road widening (per the Environmental Assessment). Accordingly, the need for a northbound left-turn lane on Dixie Road is negated.

The access will only operate as a full-moves access during construction of the development, during which a traffic control person will be present to facilitate safe truck ingress and egress at the site.

Per the Pavement Marking and Signage Plan prepared by MGM Consulting Inc. (updated October 15, 2019), the proposed residential development will consist of 11 residential dwelling units. The development proposes a RI/RO access to Dixie Road with a raised triangular island to be installed prior to occupancy of the first residential dwelling.

The Traffic Impact Study analyzes the proposed site access to Dixie Road.

A Municipal Class Environmental Assessment Study was prepared by AECOM in August 2011 titled "Dixie Road Improvements from Queen Street to 2 km North of Mayfield Road" and approved by the Minister of the then Ministry of Environment on December 12, 2012. The Dixie Road EA identifies the widening of Dixie Road between Queen Street East and Countryside Drive from four lanes to six lanes between 2023-2024. This segment includes the site frontage.

The development is expected to be fully built-out with occupancy by 2021. Thus, the 2021 horizon year was analyzed. A growth rate of 2% compounded annually was applied (consistent with the MGM study) to existing traffic volumes to forecast 2021 future background traffic volumes.

The 2026 horizon year was also analyzed with the widening of Dixie Road to reflect the five-year horizon from the expected year of full build-out. A growth rate of 3% compounded annually was applied (per the Dixie Road EA) to 2021 future background traffic volumes to forecast 2026 future background traffic volumes to reflect the widening of Dixie Road.

The proposed development is expected to generate 13 and 12 total two-way trips during the weekday a.m. and p.m. peak period, respectively. These trip generation forecasts are low and are typically not associated with traffic operational issues.

The proposed site access to Dixie Road under 2021 future total conditions pre-widening and 2026 future total conditions post-widening is expected to operate at satisfactory levels of service during the weekday a.m. and p.m. peak hours. These operations indicate that the proposed site access is supportable from a transportation operations perspective.

The proposed parking supply satisfies Zoning By-Law requirements for resident parking spaces and exceeds Zoning By-Law requirements by providing three visitor parking spaces.

Analysis of passenger car and refuse truck maneuverability within the site indicates that there are no expected vehicle maneuverability issues within the site.

The analysis contained within this report was prepared using the Pavement Marking and Signage Plan prepared by MGM Consulting Inc. (updated October 15, 2019). Any minor revisions to the development concept are not expected to affect the conclusions contained within this report.

In conclusion, the proposed development can be supported from a transportation operations perspective.



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<b>Figure 4:</b>	2021 Future Background Traffic Volumes
<b>Figure 5:</b>	2026 Future Background Traffic Volumes
<b>Figure 6:</b>	Trip Distribution (RI/RO)
<b>Figure 7:</b>	Trip Assignment (RI/RO)
<b>Figure 8:</b>	2021 Future Total Traffic Volumes
<b>Figure 9:</b>	2026 Future Total Traffic Volumes

## 2.0 Introduction

### 2.1 Background

CF Crozier & Associates Inc. (Crozier) was retained by Arlington Homes to prepare a Traffic Impact Study in relation to OMB Case No. PL-110363 for a proposed residential development located at 9124 Dixie Road in the City of Brampton, Regional Municipality of Peel.

A Traffic Impact Study was prepared by MGM Consulting Inc. (MGM) in January 2009 in support of the development application. This Traffic Impact Study is an update to the study prepared by MGM.

Per the Region of Peel's Conditions of Draft Approval (April 24, 2019), the proposed site access may operate as a full-moves access in the interim scenario (pre-widening) but must be restricted to a right-in/right-out (RI/RO) operation upon the widening of Dixie Road to six lanes, or at any time the Region considers a full-moves operation to adversely impact traffic safety and operations on Dixie Road.

The Region has also stated that the interim full-moves access must provide an auxiliary northbound left-turn lane on Dixie Road with minimum 30 metres of storage and 60 metres of taper at the developer's cost. **Appendix A** contains the Region of Peel's Conditions of Draft Approval (April 24, 2019).

Thus, the proponent is proposing a RI/RO access to the development in the interim and ultimate scenarios. The RI/RO operation will be enforced by a raised triangular island at the site access (to be installed prior to occupancy of the first residential dwelling) and by a raised centre median on Dixie Road upon completion of the future road widening (per the Environmental Assessment). Accordingly, the need for a northbound left-turn lane on Dixie Road is negated.

The access will only operate as a full-moves access during construction of the development, during which a traffic control person will be present to facilitate safe truck ingress and egress at the site.

### 2.2 Development Proposal

Per the Pavement Marking and Signage Plan prepared by MGM Consulting Inc. (updated October 15, 2019), the proposed residential development will consist of 11 residential dwelling units. The development proposes a RI/RO access to Dixie Road, with a raised triangular island to be installed prior to occupancy of the first residential dwelling.

The Pavement Marking and Signage is included as **Figure 1**.

### 2.3 Purpose and Scope

The purpose of the study is to evaluate the transportation-related impacts of the proposed development on the boundary road network and to determine if any mitigation measures are warranted.

The study reviews the following main aspects of the proposed development from a transportation engineering perspective:

- Forecasted trip generation and distribution of the proposed development; and
- Future total traffic operations at the proposed site access during the weekday a.m. and p.m. peak hours

The study has been completed in accordance with the Region of Peel's "Traffic Impact Study – Terms of Reference" document. The scope of work in this study is consistent with the scope of work in the MGM study.

### **3.0 Existing Conditions**

#### **3.1 Development Lands**

The subject property is approximately 4,452 sq. m in size and is currently vacant. The subject property is located in a primarily residential neighbourhood and is bound by existing residential developments to the north, south, and west; and Dixie Road to the east.

**Figure 2** illustrates the site location.

#### **3.2 Study Intersections**

The Traffic Impact Study analyzes the proposed site access to Dixie Road.

#### **3.3 Boundary Road Network**

Dixie Road (Regional Road 4) is a north-south two-way arterial "suburban connector" roadway with an urban cross-section at the site frontage. Dixie Road is under the jurisdiction of the Region of Peel with a posted speed limit of 60 km/h. Dixie Road spans through the City of Mississauga, City of Brampton and the Town of Caledon. The segment of Dixie Road in the study area consists of four travel lanes (two in each direction, approximately 3.7 metres in width), and a centre lane, although the segment directly at the site frontage does not consist of a centre lane. The roadway also features 1.5 metre concrete sidewalks on both sides of the roadway.

#### **3.4 Transit Services**

Brampton Transit bus route 18 "Dixie" operates on Dixie Road at the site frontage. The route spans from Countryside Drive to Tomken Road and operates seven days a week from early morning to late evening with a peak hour transit headway between 5-10 minutes. The route serves the bus stops on Dixie Road at Hazelwood Drive (north of the subject property) and at Hillside Drive (south of the subject property), both within 250 metres walking distance of the subject property.

The subject property is also close to the Bramalea City Centre which provides a major transit terminal and thus provides connectivity to several Brampton Transit bus routes, "Züm" Bus Rapid Transit Route 501, GO Transit bus routes, and City of Mississauga Transit "MiWay" routes. Thus, there are several transit routes available to provide connectivity to other areas in Brampton and to other municipalities across the Greater Toronto Area (GTA).

**Appendix B** contains relevant transit information.

#### **3.5 Traffic Data**

Existing traffic volumes on Dixie Road at the site frontage were required for analysis. Thus, 24-hour midblock surveys were conducted on Dixie Road at the site frontage by Spectrum Traffic Data Inc. on Tuesday March 27, 2018. The surveys recorded existing traffic volumes in each direction on Dixie Road. **Figure 3** outlines the 2018 existing traffic volumes on Dixie Road. **Appendix C** contains the traffic data.



**Table 1** below outlines the peak hours, traffic volumes, and directional split.

**Table 1: 2018 Existing Peak Hour Traffic Volumes**

Peak Hour	Time	Northbound Traffic (veh/hr)	Southbound Traffic (veh/hr)	Total Traffic (veh/hr)
A.M.	7:30 a.m. – 8:30 a.m.	466	2039	2505
		19%	81%	100%
P.M.	4:45 p.m. – 5:45 p.m.	2078	777	2855
		73%	27%	100%

**3.6 Traffic Modelling**

The proposed site access was modelled in conformance with the Region of Peel's "Regional Guidelines for Using Synchro" (December 2010). The default parameters outlined in the Region's modelling guidelines are as follows:

- Lane width of 3.7 metres for through lanes and 3.5 metres for auxiliary turn lanes; and
- A Peak Hour Factor (PHF) of 1.00.

The Level of Service (LOS) definitions for unsignalized intersections are included in **Appendix D**.

**4.0 Future Roadway Improvements**

A Municipal Class Environmental Assessment Study was prepared by AECOM in August 2011 titled "Dixie Road Improvements from Queen Street to 2 km North of Mayfield Road" and approved by the Minister of the then Ministry of Environment on December 12, 2012. The EA will be referred to as the "Dixie Road EA" in this report.

The Dixie Road EA identifies the widening of Dixie Road between Queen Street East and Countryside Drive from four lanes to six lanes between 2023-2024. This segment includes the site frontage. The EA also identifies a raised centre median on Dixie Road.

Excerpts from the Dixie Road EA have been included as **Appendix E**.

**5.0 Future Total Conditions**

**5.1 Horizon Year**

The proponent has indicated that the target year of full build-out for the proposed development is 2021. Thus, the 2021 horizon year was analyzed.

The MGM study analyzed the five-year horizon from the anticipated year of full build-out. The five-year horizon from the year of full build-out in this study is 2026. The 2026 horizon year was analyzed with the widening of Dixie Road in place.

**5.2 Background Growth Rate**

The MGM study applied a growth rate of 2% compounded annually to existing traffic volumes to forecast future background traffic volumes. For consistency, a growth rate of 2% compounded annually was applied in this analysis to the 2018 existing traffic volumes on Dixie Road to forecast 2021

future background traffic volumes.

Upon the completion of the Dixie Road widening, it is assumed that traffic volumes will increase on Dixie Road and thus a growth rate of 2% compounded annually may potentially underestimate future post-widening traffic volumes. The Dixie Road EA applied a growth rate of 3% compounded annually on Dixie Road between Queen Street East and Bovaird Drive East for the ten-year horizon. Therefore, to reflect the increase in traffic volumes on Dixie Road post-widening, a growth rate of 3% compounded annually was applied between 2021-2026 to forecast 2026 future background traffic volumes.

**Figures 4 and 5** outline the forecasted 2021 and 2026 future background through traffic volumes, respectively, on Dixie Road at the site frontage.

**5.3 Trip Generation**

The proposed development will result in additional vehicles on the boundary road network that previously did not exist. The proposed development will also result in turning movements at the proposed site access on Dixie Road.

Trip generation during the weekday a.m. and p.m. peak hour was forecasted for the proposed development using published data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition. The ITE Trip Generation Manual is a compendium of industry collected trip generation data across North America for a variety of land use and is used industry-wide as a source for trip generation forecasts.

The fitted curve equations for Land Use Category (LUC) 210 “Single-Family Detached Housing” were applied to the proposed 11 units.

**Table 2** below outlines the trip generation for the site.

**Table 2: Trip Generation**

Land Use	Units	Peak Hour	Trips Generated		
			Inbound	Outbound	Total
LUC 210 “Single-Family Detached Housing”	11 units	A.M.	3	10	13
		P.M.	8	4	12

The proposed development is expected to generate 13 and 12 total two-way trips during the weekday a.m. and p.m. peak period, respectively. These trip generation forecasts are low and are typically not associated with traffic operational issues.

**5.4 Trip Distribution**

Under a RI/RO access scenario, all inbound traffic will be required to conduct a southbound right-turn from Dixie Road into the site access, and all outbound traffic will be required to conduct an eastbound right-turn onto Dixie Road from the site access. **Figure 6** outlines the RI/RO trip distribution and **Figure 7** outlines the RI/RO trip assignment for the proposed development.

5.5 Intersection Operations

The future total intersection operations at the proposed site access to Dixie Road were analyzed under 2021 future total conditions pre-widening using the traffic volumes illustrated in **Figure 8**, and under 2026 future total conditions post-widening using the traffic volumes illustrated in **Figure 9**. **Appendix F** contains detailed capacity analysis worksheets.

**Table 3** outlines the 2021 future total traffic operations at the site access.

Table 3: 2021 Future Total Traffic Operations

Intersection	Control	Peak Hour	Level of Service <sup>1</sup>	Control Delay	Critical v/c ratio <sup>2</sup>	95 <sup>th</sup> Percentile Queue Length > Storage Length
Dixie Road and Site Access (RI/RO)	Stop (Minor Street)	A.M.	C	22.8 s (EBR)	0.05 (EBR)	None
		P.M.	B	11.2 s (EBR)	0.01 (EBR)	None

Note 1: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach (HCM2000).

Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for minor road approach movements at the intersection. In addition, all v/c ratios greater than 0.90 for through or shared through/turning movements or greater than 1.00 for exclusive turning movements are outlined and highlighted.

The proposed site access to Dixie Road under 2021 future total conditions pre-widening is expected to operate at LOS “C” or better during the weekday a.m. and p.m. peak hours with a maximum average delay of 22.8 seconds and no critical volume-to-capacity ratios or 95<sup>th</sup> percentile queue lengths. These operations are considered satisfactory and do not indicate any traffic operational issues.

**Table 4** outlines the 2026 future total traffic operations at the site access.

Table 4: 2026 Future Total Traffic Operations

Intersection	Control	Peak Hour	Level of Service <sup>1</sup>	Control Delay	Critical v/c ratio <sup>2</sup>	95 <sup>th</sup> Percentile Queue Length > Storage Length
Dixie Road and Site Access (RI/RO)	Stop (Minor Street)	A.M.	C	17.0 s (EBR)	0.03 (EBR)	None
		P.M.	B	10.4 s (EBR)	0.01 (EBR)	None

Note 1: The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach (HCM2000).

Note 2: The critical v/c ratio is considered to be the maximum v/c ratio for minor road approach movements at the intersection. In addition, all v/c ratios greater than 0.90 for through or shared through/turning movements or greater than 1.00 for exclusive turning movements are outlined and highlighted.

The proposed site access to Dixie Road under 2026 future total conditions post-widening is expected to operate at LOS “C” or better during the weekday a.m. and p.m. peak hours with a maximum average delay of 17.0 seconds and no critical volume-to-capacity ratios or 95<sup>th</sup> percentile queue lengths. The reduction in control delay compared to 2021 future total conditions is attributed to the widening of Dixie Road increasing gap opportunities for outbound right-turns exiting the site.

These operations indicate that the proposed site access is supportable from a transportation operations perspective.

6.0 Parking Supply

The development proposes a total of 22 resident parking spaces (at a rate of 2 spaces per dwelling unit) and 3 visitor spaces located at the south end of the site. The proposed parking supply was compared to the City of Brampton Zoning By-Law Section 10.0 “General Provisions for Residential Zones” to determine if the proposed parking supply complies with minimum Zoning By-Law requirements. The comparison is outlined in **Table 5**.

Table 5: City of Brampton Zoning By-Law Parking Requirements Comparison

Dwelling Type per Zoning By-Law Section 10.9.1.A.	Units	Parking Space Type	Total Parking Spaces Required	Proposed Parking Spaces	Difference
Single Detached, Semi-Detached, Duplex, Triplex, Double Duplex or Street Townhouse	11 units	Resident	22 2.0 resident spaces per unit	22	0
		Visitor	No requirement	3	+3

As outlined above, the proposed parking supply satisfies Zoning By-Law requirements for resident parking spaces and exceeds Zoning By-Law requirements by providing three visitor parking spaces.

Relevant excerpts from the City’s Zoning By-Law Section 10.0 have been included as **Appendix G**.

7.0 Vehicle Maneuverability

Vehicle turning analysis was conducted within the site to identify any vehicle maneuverability issues within the site. The vehicle profiles that were analyzed were for a standard passenger car (per the Transportation Association of Canada Geometric Design Guide for Canadian Roads) and a Region of Peel standard side-load refuse truck.

**Figures 301-307** (included as **Appendix H**) contain the vehicle turning diagrams as follows:

- **Figure 301** illustrates a passenger car entering the site from Dixie Road, entering the driveway for Unit #2 located on the access throat, exiting the driveway and exiting the site to Dixie Road.
- **Figure 302** illustrates a passenger car entering the site from Dixie Road, entering the driveway for Unit #3 located on the access throat, exiting the driveway and exiting the site to Dixie Road.
- **Figure 303** illustrates a passenger car entering and exiting the driveway for Unit #1.
- **Figure 304** illustrates a passenger car entering and exiting the driveway for Unit #6.
- **Figure 305** illustrates a passenger car entering and exiting the driveway for Unit #7.
- **Figure 306** illustrates a passenger car conducting a three-point turn within the alternative turnaround located at the south end of the site.
- **Figure 307** illustrates a refuse truck entering the site from Dixie Road, maneuvering within the site and exiting the site to Dixie Road.

Waste collection for Units #1 and 7 is intended to be in front of Units #2 and 8, respectively; and waste collection for Units #4, 5 and 6 is intended to be in front of Unit #3. The designation of common collection points within the site is feasible given the condominium tenure of the development and would allow a waste collection truck to maneuver within the site while not reversing a distance in excess of 15 metres (thus satisfying the Region’s Waste Collection Standards).



These figures illustrate that there are no expected vehicle maneuverability issues within the site.

## 8.0 Conclusions

The analysis contained within this report has resulted in the following key findings:

- The proposed development is expected to generate 13 and 12 total two-way trips during the weekday a.m. and p.m. peak period, respectively. These trip generation forecasts are low and are typically not associated with traffic operational issues.
- The proposed site access to Dixie Road under 2021 future total conditions pre-widening is expected to operate at LOS "C" or better during the weekday a.m. and p.m. peak hours with a maximum average delay of 22.8 seconds and no critical volume-to-capacity ratios or 95<sup>th</sup> percentile queue lengths.
- The proposed site access to Dixie Road under 2026 future total conditions post-widening is expected to operate at LOS "C" or better during the weekday a.m. and p.m. peak hours with a maximum average delay of 17.0 seconds and no critical volume-to-capacity ratios or 95<sup>th</sup> percentile queue lengths.
- The reduction in control delay compared to 2021 future total conditions is attributed to the widening of Dixie Road increasing gap opportunities for outbound right-turns exiting the site.
- These operations indicate that the proposed site access is supportable from a transportation operations perspective.
- The proposed parking supply satisfies Zoning By-Law requirements for resident parking spaces and exceeds Zoning By-Law requirements by providing three visitor parking spaces.
- Analysis of passenger car and refuse truck maneuverability within the site indicates that there are no expected vehicle maneuverability issues within the site.

The analysis contained within this report was prepared using the Pavement Marking and Signage Plan prepared by MGM Consulting Inc. (updated October 15, 2019). Any minor revisions to the development concept are not expected to affect the conclusions contained with this report.

In conclusion, the proposed development can be supported from a transportation operations perspective.

Respectfully submitted by,

**C.F. CROZIER & ASSOCIATES INC.**



Alexander J. W. Fleming, MBA, P.Eng.  
Associate

**C.F. CROZIER & ASSOCIATES INC.**



Darren J. Loro, C.E.T.  
Transportation Technologist

/DL

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# APPENDIX A

## Region of Peel's Conditions of Draft Approval

## WITHOUT PREJUDICE

April 24, 2019

Stephen Dykstra  
Planning and Development Services  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

**RE: Proposed Official Plan and Zoning By-law Amendment, and Draft Plan of Subdivision  
Arlington Homes  
Location: 9124 Dixie Road  
Brampton Files: C03E06.016 and 21T-09-008  
Region of Peel Files: OZ093E06.016 and 21T-09-008B**

Dear Stephen Dykstra,

The Region has reviewed the Official Plan and Zoning By-law Amendment, and Draft Plan of Subdivision for the above-noted applications and provides the following comments.

The most recent draft plan of subdivision is required to be revised. The previous February 12, 2018 draft plan included the agreed upon 0.3 meter reserve; however, this was removed from the most recent plan. Additional blocks are required to show the 0.30m reserve on the Subdivision Plan. Should the plan be revised, Regional staff would offer the below conditions.

### **REGION OF PEEL CONDITIONS OF DRAFT APPROVAL**

The developer is required to fulfill the Conditions of Draft Approval for Draft Plan of Subdivision 21T-09008B to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

### **GENERAL COMMENTS**

*The following general comments are provided to assist the developer in the preparation of the revised reports to satisfy the Conditions of Draft Approval.*

#### **Functional Servicing Report**

A satisfactory Functional Servicing Report (FSR) will be required for review and approval by the Region prior to the first engineering submission. FSR comments are provided under separate cover. These updates may take place after draft plan approval; but must be made prior to the first engineering submission.

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#### **Public Works**

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**Noise Control Study**

A revised satisfactory Noise Control Study will be required for review and approval by the Region prior to registration of the plan of subdivision. Noise Control Study comments are provided under separate cover.

**DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS**

*The following requirements / conditions will be required to be satisfactorily addressed as they relate to the Region's Condition of Draft Plan Approval.*

**Draft Plan Approval Requirements/Conditions:****Development Charges**

1. Prior to execution of the subdivision agreement by the Region, the Developer shall:
  - a) obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
  - b) pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the subdivision agreement with respect to:
  - a) payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
  - b) collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks);pursuant to the Region's Development Charges By-law, as amended from time to time.

**Water Meter Fees**

3. In respect of the water meter fees:
  - a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
  - b) A clause shall be included in the subdivision agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
  - c) A clause shall be included in the subdivision agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

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### Land Dedications

4. Prior to the registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:
  - b. A road widening pursuant to the Region's Official Plan along Dixie Road (Regional Road 4). The Region's Official Plan road widening requirement for mid-block along Dixie Road is 45 metres right-of-way (22.5 metres from the centerline);
  - c. A 0.3 metre reserve along the frontage of Dixie Road except at the approved access location
5. Clauses shall be included in the subdivision agreement stating that:
  - a) The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
    - i. All temporary and permanent easements required in support of the Dixie Road Environmental Assessment (EA) and detail design (DD); and
    - ii. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.
  - b) All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

### Access

6. Clauses shall be included in the subdivision agreement stating that:
  - a. The Region shall permit one (1) fully restricted right-in/right-out access to the Lands on the west side of Dixie Road, located approximately 16 metres south of the northerly limit of the Lands, to the satisfaction of the Region ("Approved Access"). To that end, the Developer shall waive and release the Region from any claims for compensation, injurious affection or other damages which may hereafter arise as a result of right-in/right-out access restriction to the Lands.
  - b. The Developer shall include warning clauses reflecting the aforementioned access restriction in all Purchase and Sale and Lease Agreements.
  - c. The Region shall permit in principle the interim use of the restricted right-in/right-out access on Dixie Road as a full moves access for the purposes of ingress and egress to the Lands ("Interim Access"). To this end:
    - i. The Developer shall acknowledge and agree that interim full moves access will be physically restricted to right-in/right-out only by means of concrete centre median ("Concrete Centre Median") upon any of the following occurrences:
      - If it is determined by the Region, as a result of ongoing monitoring, that interim access adversely impact the safety and capacity of traffic on Dixie Road;
      - Dixie Road is widened to a six (6) lane cross-section;

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## WITHOUT PREJUDICE

- Regional Council direction; or
  - At such time as the Region, in its sole discretion, deems necessary.
- ii. The Developer acknowledges and agrees that at until such time as the centre median is constructed to restrict the access, the Region, its officers, employees, servants, agents, contractors, or by any other person or entity for whom the Region is in law responsible, shall not be responsible for any claim including but not limited to compensation, damages, for bodily injury or death, injurious affection or any other damages, claims, demands, losses, costs, suits or other proceedings by anyone, arising or which may arise as a result of the interim use of the restricted right in / right out accesses for left-in turns to the lands or left-out turns from the lands.
- iii. The Developer acknowledges and agrees that any violations of the conditions related to Dixie Road's access will result in the Region exercising the right to physically restrict the access to right in/right out only at 100% cost of the Developer.
- d. The Developer acknowledges and agrees that should the owner of the adjacent property to the north ("Adjacent Lands") develop the property in such a way that intensifies use and causes the need for an alteration to the existing access, the Approved Access must be shared with the Adjacent Lands. Further the Developer acknowledges and agrees that there will be a need for the Developer to execute an agreement with the owner of the Adjacent Lands regarding the agreement on construction and on the sharing of costs of the any upgrades required to the Approved Access to accommodate any development on the Adjacent Lands ("Shared Access Agreement");

The Developer hereby agrees to join with such Adjacent Lands Developer in the Shared Access Agreement and to use best efforts to submit any necessary Planning Act applications to facilitate the establishment and registration of mutual access easements therefore.

The Developer acknowledges and agrees that it is intended that the required conveyance of the easements between the owner of the Adjacent Lands Developer will be gratuitous, with the exception that both the Developer and the Adjacent Lands owner may mutually seek reasonable reimbursement or sharing of costs relating but not limited to on-going maintenance, repair, insurance and for construction of the Permitted Access as between each other.

Both the Region and the Developer acknowledge and agree that if the owner of the Adjacent Lands submits a development application, the Region shall give notice to the Developer ("Notice") and the Developer will use best efforts to come to an agreement with the owner of the Adjacent Lands to establish the Shared Access Agreement;

Both the Region and the Developer acknowledge and agree that if, within 60 days of the receipt of the Notice from the Region, the Developer has not executed a Shared Access Agreement with the owner of the Adjacent Lands, or if there is other non-compliance with this Agreement or the Shared Access Agreement, the Region shall have full authority and power to enter on to the Lands and to construct, or have constructed, the road works, at the cost and expense of the Developer, unless the time period has been extended through

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written consent of the Director at the Region. The Region's costs for doing so will be drawn from the required letter of credit or in accordance with s. 17 of the Region's Controlled Access By-law 62-2013.

- e. The Developer shall remove any existing driveway/accesses along the frontage of Dixie Road that do not conform to the approved plans at its sole cost.
- f. No residential lots or blocks shall have direct access to Dixie Road.

### Traffic Engineering

- 7. Prior to the registration of this Plan, or any phase thereof:
  - a. The Developer shall be responsible for the design and construction of the Interim Access. The Developer shall make necessary arrangements to the satisfaction of the Region in respect of the design and construction of the Interim Access, at the sole cost and expense of the Developer, of the following road and access works on Dixie Road:
    - i. Equipping the Interim Access to and from the Lands with a northbound left turn lane with minimum 30 metres storage and 60 metres taper;
    - ii. Realigning the east side of Dixie Road to accommodate the required northbound left turn lane; and
    - iii. Constructing the Concrete Centre Median, with an interim opening at the access to allow the left in and left out turns, to delineate traffic flows on Dixie Road.
  - b. A detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer shall be submitted to the Region for review and approval prior to construction. The engineering submission shall include removals, new construction and grading, typical sections, and pavement and signage drawings, and shall include plan and profile drawings.
  - c. The Developer shall be responsible for 100% of the cost of interim full moves access works. Prior to the commencement of such works within the Region's right-of-way, the Developer shall submit to the Region the following:
    - i. A letter of credit in the amount of 100% of the estimated cost to construct the required road and access works within the Region's right-of-way; and
    - ii. Engineering and inspection fees in the amount of 5.25% of the estimated cost of road and access works.
  - d. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect.
  - e. The Developer shall provide to the Region's Public Works Department a letter of credit in the amount of \$10,000.00 for pavement markings on Dixie Road. The Developer shall also be responsible for pavement markings maintenance. The letter of credit will be released once all necessary pavement markings are completed and the intersection improvement works are assumed by the Region. Pavement markings on Dixie Road shall be in

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accordance with the Region's specifications and standards, as amended from time to time. A clause shall be included in the subdivision agreement in respect of same.

8. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy permit and construction access permit for all works within the Region's road right-of-way, including access works, and obtain such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region's right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region. A clause shall be included in the subdivision agreement in respect of same.
9. Clauses shall be included in the subdivision agreement stating that:
  - a. The Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments shall not be permitted within the Region's easements and right-of-way.
  - b. The Region shall not permit any alteration to grading within Dixie Road right-of-way along the frontage of the Lands.
  - c. The Developer covenants and agrees that the requirement for the Approved Access and restrictions related thereto, Interim Access, Concrete Centre Median, mutual access easements and 100% responsibility for costs therefor shall be included in the disclosure statement and Declaration and Description for the proposed common element condominium pursuant to application CDM09-009B.
10. A clause shall be included in the subdivision agreement that a restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external Dixie Road intersection improvement works to service this plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

### Drawings – Servicing and “As Constructed”

11. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
12. A clause shall be included in the subdivision agreement that within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As-Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.

### General Conditions

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13. Prior to registration of the subdivision, the Developer shall execute a subdivision agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
14. a. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region for review and approval.  
  
b. Prior to a satisfactory engineering submission, the Developer shall submit a Functional Servicing Report to the Region for review and approval, showing the proposed sanitary sewer and water servicing plans for the development.
15. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
16. Prior to registration of the plan of subdivision, the Developer shall ensure that the proposed lots or blocks fronting laneways within the plan can be serviced by municipal water and wastewater services and in accordance with Regional latest Standards and Specifications. Due to maintenance and operation issues/concerns in respect of laneways, servicing lots and blocks fronting laneways shall be from the approved public right of way in accordance with the municipality's standard drawings where Region's underground services are permitted. A clause shall be included in the subdivision agreement in respect of same.
17. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developer's cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
18. Prior to registration of the plan of subdivision, the Developer shall ensure that all lots and blocks must be serviced via an internal road network or servicing easements. A clause shall be included in the subdivision agreement in respect of same.
19. Prior to registration of the plan, the Developer shall execute and register an encroachment agreement in respect of the proposed private storm sewer which crosses the regional sanitary easement located on the abutting property. The nature and parameters of such encroachment shall be approved by the Region and all costs associated with the encroachment shall be borne by the Developer. A clause shall be included in the subdivision agreement and relevant condominium documentation, as applicable, in respect of same.
20. The Developer shall agree that the Region will hold back a portion of the letter of credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the subdivision agreement in respect of same.
21. The Developer shall maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues final acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional

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staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the subdivision agreement in respect of same.

22. A clause shall be included in the subdivision agreement as follows:

- a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- b. Until the issuance of final acceptance a portion of the letter of credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress reports should be submitted to the Region as follows:
  - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
    - a) Bacteriological Analysis - Total coliform and E-coli counts
    - b) Chemical Analysis - Nitrate Test
    - c) Water level measurement below existing grade
- d. In the event that the test results do not meet the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to final acceptance.

23. The Developer shall agree that neither the Developer nor any Builder shall apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued preliminary acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's consulting engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed

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design as approved by the Region. A clause shall be included in the subdivision agreement in respect of same.

24. The Developer shall agree that storm water flow will be reviewed in a holistic manner for all developments along regional roadways. Under no circumstance shall the flow of storm water be diverted along the Regional right of way (by pipe or channel), in order to accomplish the relocation of a drainage feature with-in or adjacent to the regional right of way, without the prior written consent of the Region. A clause shall be included in the subdivision agreement in respect of same.
25. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Dixie Road.
26. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
27. Prior to registration of the plan of subdivision all streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
28. Prior to registration of the plan of subdivision a copy of the proposed final plan must be forwarded to the Region of Peel.
29. Prior to registration of the plan of subdivision the following must be forwarded to the Region's Legal Services Division:
  - i) A copy of the final M-plan;
  - ii) A copy of the final R-plans; and,
  - iii) The documents required as per Schedules of the subdivision agreement.

**Preliminary Draft Reference Plan and Common Elements Condominium Plan Comments**

Previous comments on the draft reference plan have not been addressed. Regional staff continue to have the following preliminary comments on the draft Reference Plan:

- The registration block requires to be revised to state the following, "Representative for Land Registrar ...."
- Parts are shown as 0.30m Reserves, however the Reserves would be dedicated by the Subdivision Plan and therefore would not require to be shown as Parts on the Reference Plan.
- The draft plan does not indicate underlying easement other than the proposed easement through Part 10. Additional parts would be required on this draft plan to facilitate description of the existing underlying easement.

The draft condominium plan shows the 0.30m Reserve required along Dixie within the proposed limits of the proposed condominium. The Reserve should be shown on the other side of the solid black line as it would not be part of the condominium approval.

The Site plan again shows the reserve within the limits of the site plan limits whereas it should be outside those limits as it will be dealt with as part of the subdivision.

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There is a note on the site plan "Provide Decorative Columns and Ornamental Fencing – while this is probably in the limit of Parts 1 to 6 on the R-plan there is no "arrow" pointing to that location on this drawing and the fencing is likely within the easement limits, which would be an encroachment. More details are required in that regard. Encroachments in the easement need to be relocated on all plans. Regional easements need to be clearly shown on all plans.

Regional staff will have further comments on the Common Elements Condominium Plan, Site Plan, and draft Reference Plan at that stage.

### **Concluding Remarks**

The above represents the Region's comments/conditions related to the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications. Regional staff will have further comments on the Draft Plan of Common Element Condominium and Site Plan applications.

If you have any questions or concerns, please contact the undersigned at your convenience at 905-791-7800 ext. 4710, or by email at: [wayne.koethe@peelregion.ca](mailto:wayne.koethe@peelregion.ca)

Yours truly,



Wayne Koethe, Planner  
Development Services

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April 18, 2019

Stephen Dykstra  
Planning and Development Services  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

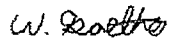
**Re: Noise Control Study Comments**  
**Proposed Official Plan and Zoning By-law Amendment, and Draft Plan of Subdivision**  
**Arlington Homes**  
**Location: 9124 Dixie Road**  
**Brampton Files: C03E06.016 and 21T-09-008**  
**Region of Peel Files: OZ093E06.016 and 21T-09-008B**

Regional staff are in receipt of the Noise Control Study, prepared by SS Wilson Associates, dated January 2019, and we offer the following comments. The study is currently not satisfactory. The study must be revised to show a cross section of the noise wall proposed adjacent to the Regional Road. The cross section must show if any berming is required to support the wall. Alternatively, the study may note that a berm is not required. The cross section must show the Region's property line, and easement lines.

The grading plan is inconsistent with noise study and must be revised. The grading plans shows a 1.6 meter high noise wall, while the study recommends a 2.4 meter high noise wall.

Please note that agreements will be required to implement the recommendations of the report.

Sincerely,



Wayne Koethe, Planner  
Development Services

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# APPENDIX B

## Transit Information



# Service Map

## Legend

- Zum Station Stops/Service
- Brampton Transit Route
- One Direction Only
- Bus Terminal
- Connections at Terminals to: MiWay, TTC, YRT and GO Transit
- Other Transit Routes
- GO Transit Terminal
- Parkland
- Recreation Trails
- Industrial Areas
- Shopping & Commercial Areas
- Institutional Areas
- College/University
- Peel Police Station
- Fire Station
- Public Secondary Schools
- Catholic Secondary Schools

## Zum Main Inset

- Brampton Gateway Terminal
- Steeles Ave W
- Steeles Ave E
- Ray Lawson Blvd
- Hwy 407
- Derry Rd W
- Derry Rd E
- Hwy 401
- Courtney Park Dr E
- Hwy 502
- Britannia Rd W
- Matheson Blvd
- Bristol Ave W
- Eglinton Ave E
- Hwy 403
- Mississauga City Centre Terminal
- Burnhamthorpe Rd W
- Burnhamthorpe Rd E



Scale 1:35,000

0 1 2 3 4 5 6 7 8 9 10

See Zum Main Inset for Continuation

See Route 18 Inset & Route 185 Inset for Continuation

See Route 115 Inset for Continuation



# APPENDIX C

## Traffic Data







# APPENDIX D

## Level of Service Definitions

Level of Service Definitions

Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	$\leq 10$	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	$> 10$ and $\leq 15$	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	$> 15$ and $\leq 25$	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	$> 25$ and $\leq 35$	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	$> 35$ and $\leq 50$	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	$> 50$	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

Level of Service Definitions

Signalized Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	$\leq 10$	EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay.
B	$> 10$ and $\leq 20$	VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay.
C	$> 20$ and $\leq 35$	GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B".
D	$> 35$ and $\leq 55$	FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression.
E	$> 55$ and $\leq 80$	POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common.
F	$> 80$	UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

# APPENDIX E

## Dixie Road EA Excerpts



Transportation



Region of Peel

## **Dixie Road Class EA Study Traffic Report**

Prepared by:

**AECOM Canada Ltd.**

5600 Cancross Court, Suite A, Mississauga, ON, Canada L5R 3E8  
T 905.501.0641 F 905.501.0181 [www.aecom.com](http://www.aecom.com)

Project Number:

60118562

Date:

November, 2010 (Revised August 2011)

## 4. Future Traffic Conditions

### 4.1 Future Traffic Growth Factors

The annual traffic growth rates for the different sections of Dixie Road (north-south) and east-west Regional crossing roads were provided by the Region of Peel as shown in **Table 6** and **Table 7**, respectively.

**Table 6 ~ Growth Rate Factors along Dixie Road**

Future Years	Compounded Annual Growth rates on Dixie Road between Queen Street East and Bovaird Drive East	Compounded Annual Growth rates on Dixie Road between Bovaird Drive East and Mayfield Road
0 - 5 Years	3%	5%
6 - 10 Years	3%	4%
11 - 20 Years	1%	2%
21 or more Years	1%	1%

**Table 7 ~ Growth Rate Factors on Regional Crossing Roads near Dixie Road**

Future Years	Compounded Annual Growth rates on Queen Street East	Compounded Annual Growth rates on Bovaird Drive East	Compounded Annual Growth rates on Mayfield Road
0 - 5 Years	4%	5%	4%
6 - 10 Years	3%	4%	3%
11 - 20 Years	1%	2%	2%
21 or more Years	1%	1%	2%












The growth rate factors for the minor crossing roads at Dixie Road were assumed to be one percent compounded annually except Countryside Drive and Mayfield Road intersections where actual volumes from the Secondary Plan Area 48 (Countryside Villages), Transportation Study Background Report were utilized for the 2031 horizon year. For the 2021 horizon year, link volumes were interpolated between existing and 2031 horizon year.

### 4.2 Future Mid-Block Link Volumes












The traffic growth rate factors presented in **Tables 6 and 7** were applied (compounded annually) to the existing mid-block link volumes to develop 2021 and -2031 mid-block link volumes as shown in **Figure 5** (2 pages) and **Figure 6** (2 pages), respectively. As explained in the previous section, the east-west and north-south link volumes immediate to the intersections of Dixie Road with Mayfield Road and Countryside Drive were taken from the *Mayfield West Industrial Lands* and *Countryside Villages Secondary Plan* transportation study reports.

# APPENDIX F














## Detailed Capacity Analysis Worksheets

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	0	10	0	495	2164	3
Future Volume (Veh/h)	0	10	0	495	2164	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	10	0	495	2164	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	2413	1084	2167			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2413	1084	2167			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	27	212	243			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	10	248	248	1443	724	
Volume Left	0	0	0	0	0	
Volume Right	10	0	0	0	3	
cSH	212	1700	1700	1700	1700	
Volume to Capacity	0.05	0.15	0.15	0.85	0.43	
Queue Length 95th (m)	1.2	0.0	0.0	0.0	0.0	
Control Delay (s)	22.8	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	22.8	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			69.9%	ICU Level of Service		C
Analysis Period (min)			15			
















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	0	4	0	2205	825	8
Future Volume (Veh/h)	0	4	0	2205	825	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	4	0	2205	825	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1932	416	833			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1932	416	833			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	58	585	796			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	4	1102	1102	550	283	
Volume Left	0	0	0	0	0	
Volume Right	4	0	0	0	8	
cSH	585	1700	1700	1700	1700	
Volume to Capacity	0.01	0.65	0.65	0.32	0.17	
Queue Length 95th (m)	0.2	0.0	0.0	0.0	0.0	
Control Delay (s)	11.2	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.2	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			64.3%	ICU Level of Service		C
Analysis Period (min)			15			



							
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations				  	  		
Traffic Volume (veh/h)	0	10	0	574	2509	3	
Future Volume (Veh/h)	0	10	0	574	2509	3	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	0	10	0	574	2509	3	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	2702	838	2512				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2702	838	2512				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	97	100				
cM capacity (veh/h)	17	310	177				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	10	191	191	191	1004	1004	505
Volume Left	0	0	0	0	0	0	0
Volume Right	10	0	0	0	0	0	3
cSH	310	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.11	0.11	0.11	0.59	0.59	0.30
Queue Length 95th (m)	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	17.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C						
Approach Delay (s)	17.0	0.0			0.0		
Approach LOS	C						
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			58.5%		ICU Level of Service		B
Analysis Period (min)			15				



							
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations				  	  		
Traffic Volume (veh/h)	0	4	0	2556	956	8	
Future Volume (Veh/h)	0	4	0	2556	956	8	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	0	4	0	2556	956	8	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (m)							
pX, platoon unblocked							
vC, conflicting volume	1812	323	964				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1812	323	964				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	99	100				
cM capacity (veh/h)	70	673	710				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	4	852	852	852	382	382	199
Volume Left	0	0	0	0	0	0	0
Volume Right	4	0	0	0	0	0	8
cSH	673	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.50	0.50	0.50	0.22	0.22	0.12
Queue Length 95th (m)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	10.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.4	0.0			0.0		
Approach LOS	B						
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			52.7%		ICU Level of Service		A
Analysis Period (min)			15				

# APPENDIX G

## City of Brampton Zoning By-Law Excerpts

If one of the two dwellings referred to above is not constructed, then the minimum required yard setbacks will be used to establish the rear or front corner of the dwelling which is not constructed.

#### 10.8 Through Lots

One of the front yards of a through lot shall be considered as a required rear yard and shall have the rear yard depth required by this by-law.

(233-2006)

#### 10.9 Parking Space Requirements

10.9.1 Parking spaces are required in Residential Zones in accordance with the following provisions


- A. Unless otherwise specified in this by-law, for each dwelling unit within a single detached dwelling, semi-detached dwelling, duplex dwelling, triplex dwelling, double duplex dwelling or street townhouse dwelling a minimum of two parking spaces is required.
- B. Notwithstanding the minimum landscaped open space requirement in the applicable zone, where parking spaces are required or provided on single detached dwelling, semi-detached dwelling and street townhouse dwelling lots, except lots within RE1, RE2, REH, RHm1, RHm2, RH and A zones,
  - 1) A Residential Driveway (including the portion of the Residential Driveway within the road right-of-way) shall have minimum width 3.0 metres and a maximum width of:
    - a. 4.9 metres on lots having a width less than 8.23 metres
    - b. 5.2 metres on lots having a width equal to and greater than 8.23 metres but less than 9.14 metres
    - c. 6.71 metres on lots having a width equal to and greater than 9.14 metres but less than 15.24 metres
    - d. 7.32 metres, or the width of the garage, whichever is greater, on lots having a width equal to and greater than 15.24 metres but less than 18.3 metres

# APPENDIX H

## Vehicle Turning Analysis



Project	EXECUTIVE TOWNHOMES OF DIXIE-QUEEN
Drawing	PASSENGER CAR PARKING MOVEMENT UNIT 2, 9124 DIXIE ROAD



# CROZIER


**CONSULTING ENGINEERS**

The HarbourEdge Building,  
40 Huron Street, Suite 403,  
Cincinnati, OH 45219-4R3  
705 446-3650 T  
705 446-3520 F  
[www.crozierce.com](http://www.crozierce.com)  
[info@crozierce.com](mailto:info@crozierce.com)





Project	EXECUTIVE TOWNHOMES OF DIXIE-QUEEN
Drawing	PASSENGER CAR PARKING MOVEMENT UNIT 3, 9124 DIXIE ROAD



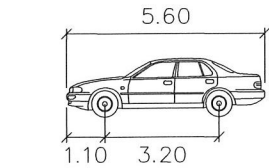
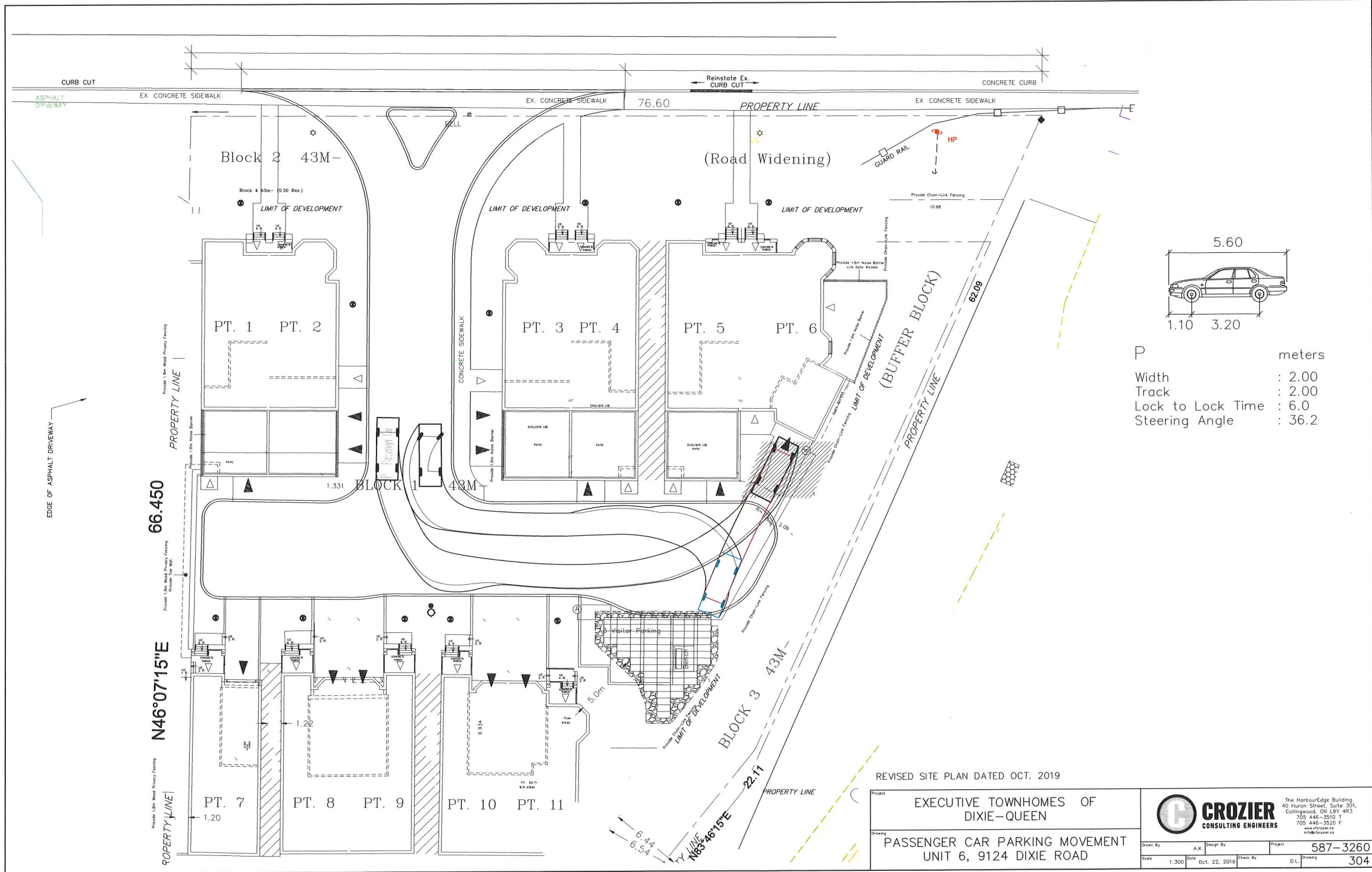
# CROZIER

**CONSULTING ENGINEERS**

The HarbourEdge Building,  
40 Huron Street, Suite 301,  
Campanwood, ON L9Y 4R3  
705 445-3510  
705 446-3520 F  
[www.crozier.ca](http://www.crozier.ca)  
[info@crozier.ca](mailto:info@crozier.ca)

Drawn By	A.K.	Design By	Project
Score	1.300	Date	Oct. 22, 2019
Check By		D.L.	Drawing
			587-3260
			302





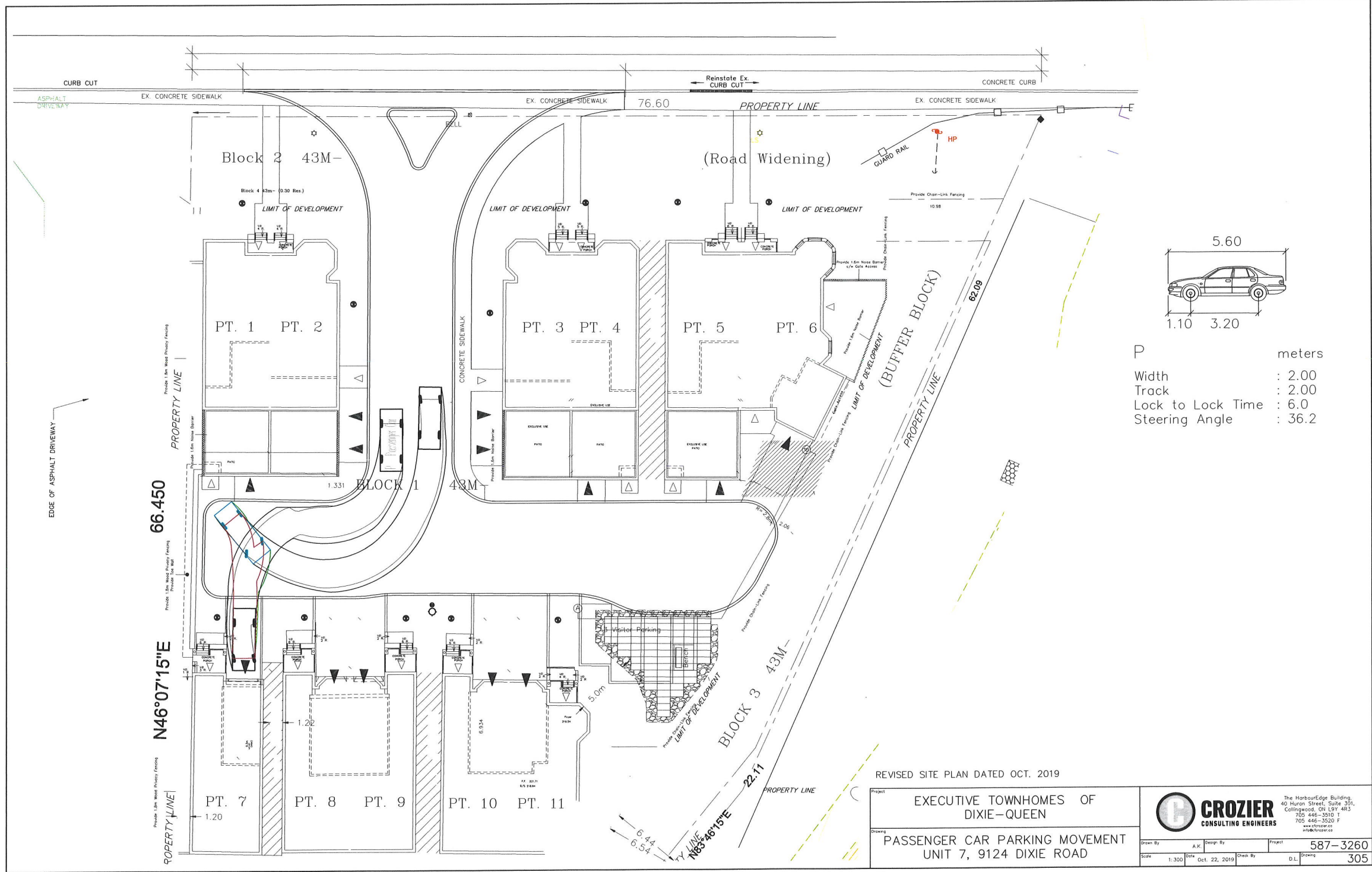
P meters  
Width : 2.00  
Track : 2.00  
Lock to Lock Time : 6.0  
Steering Angle : 36.2

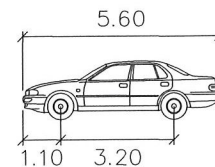
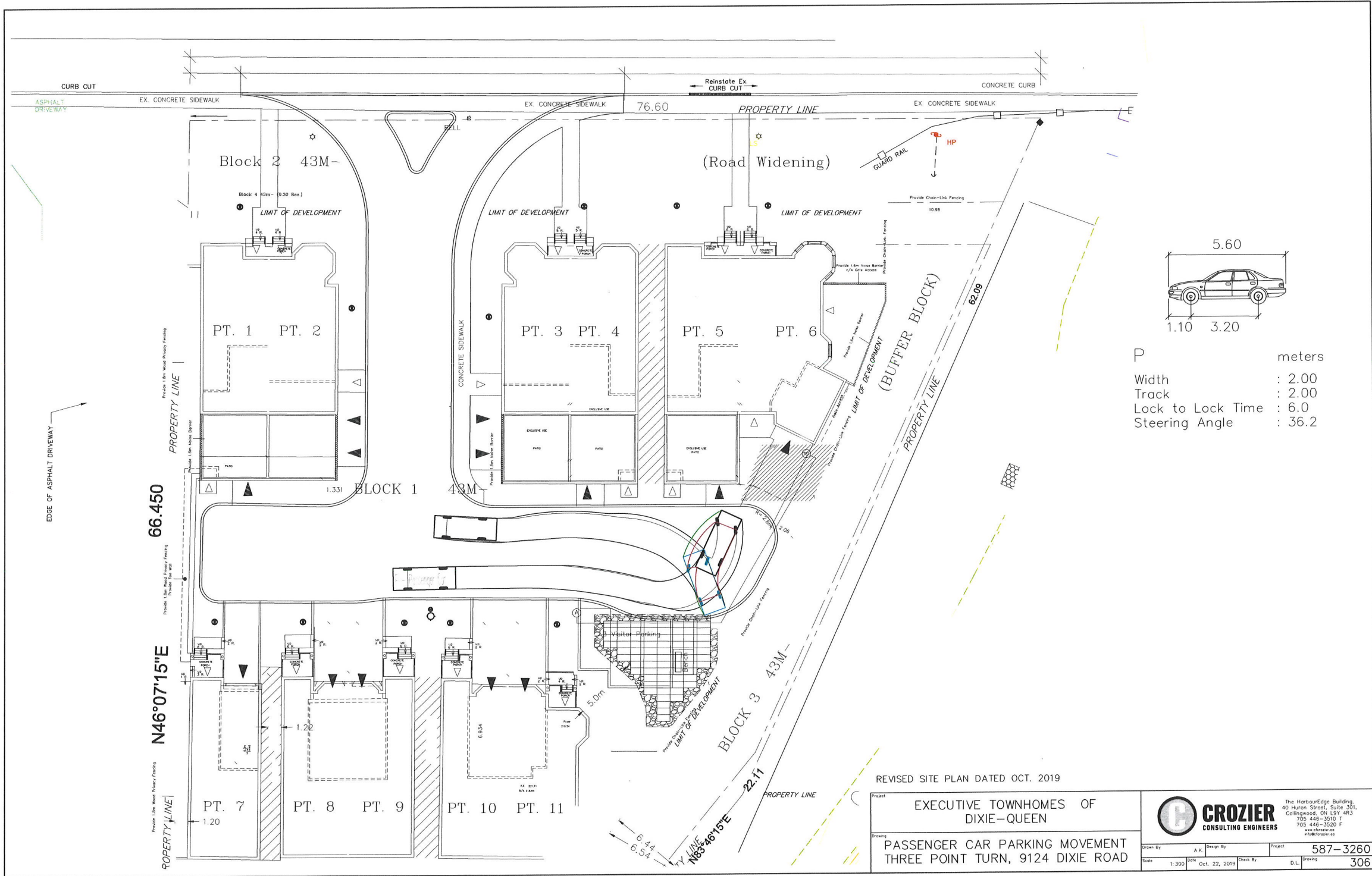
REVISED SITE PLAN DATED OCT. 2019

Project	EXECUTIVE TOWNHOMES OF DIXIE-QUEEN		
Drawing	PASSENGER CAR PARKING MOVEMENT UNIT 6, 9124 DIXIE ROAD		

		The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.crozier.ca info@crozier.ca	
Drawn By	A.K.	Design By	Project
Scale	1:300	Date	Oct. 22, 2019
Check By	D.L.	Drawing	587-3260 304







P	Width	: 2.00
	Track	: 2.00
	Lock to Lock Time	: 6.0
	Steering Angle	: 36.2

REVISED SITE PLAN DATED OCT. 2019

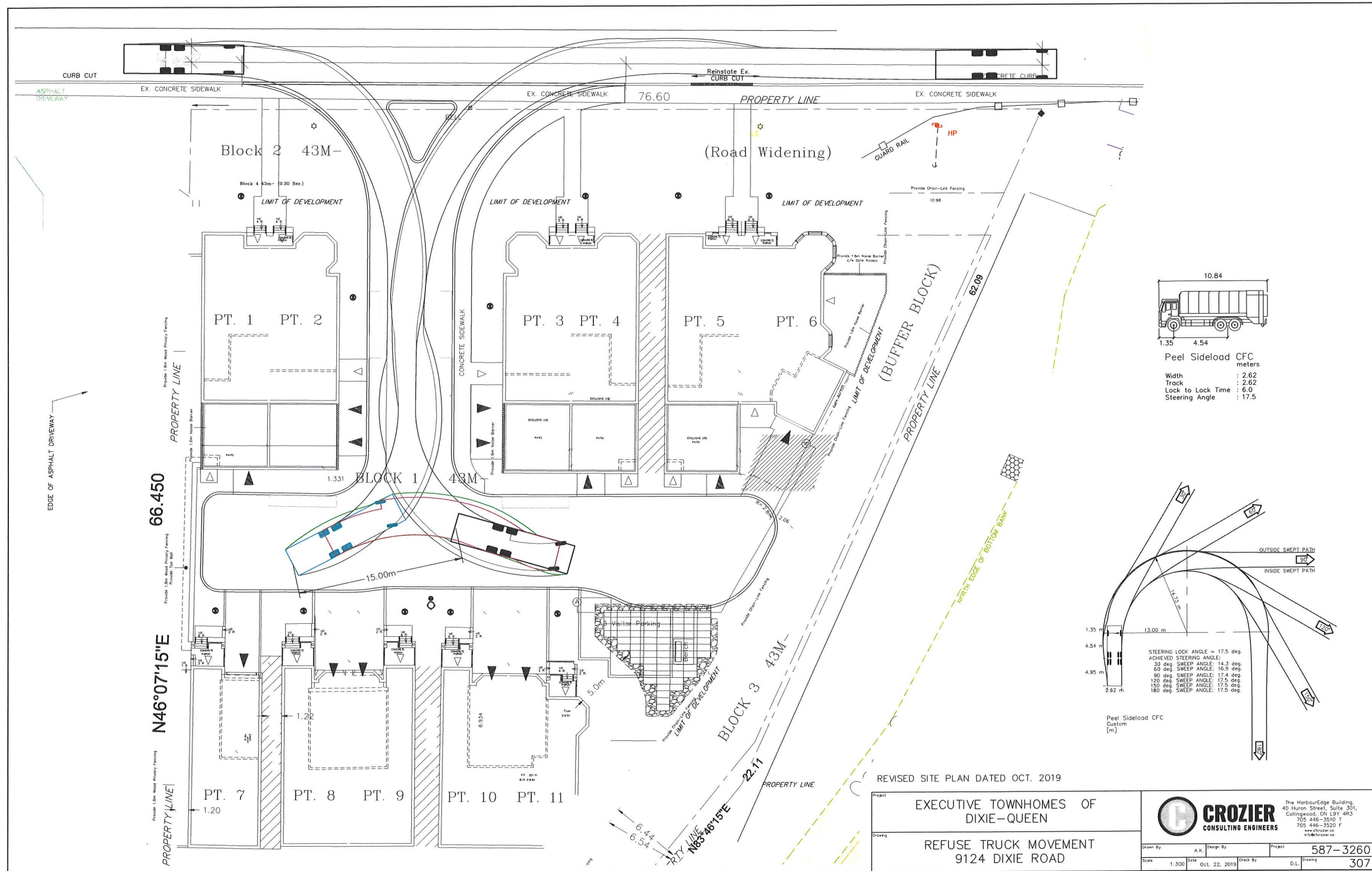
Project		EXECUTIVE TOWNHOMES OF DIXIE-QUEEN	
Drawing		PASSENGER CAR PARKING MOVEMENT THREE POINT TURN, 9124 DIXIE ROAD	
Drawn By	A.K.	Design By	Project
Scale	1:300	Date	Oct. 22, 2019
Check By	D.L.	Drawing	587-3260
			306



**CROZIER**  
CONSULTING ENGINEERS

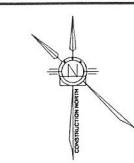
The HarbourEdge Building,  
40 Huron Street, Suite 301,  
Collingwood, ON L3Y 4R3  
705 446-3510 F  
www.crozier.ca  
info@crozier.ca





# FIGURES

9124 Dixie Road + Peel Regional Road #4



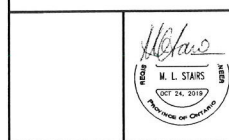
KEYMAP - NTS

No.	DATE	DRAWING ISSUE DESCRIPTION
1	2018/02/12	ISSUED FOR PERMIT
2	2018/08/19	UPDATED AS PER SITE PLAN
3	2019/10/24	UPDATED AS PER SITE PLAN

LEGEND	
	EXISTING MANHOLE
	SOLID (YELLOW)

ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE ONTARIO TRAFFIC CONTROL MANUAL

BENCHMARK:



CONSULTANTS:

**MGM**  
CONSULTING INC  
Consulting Engineering & Project Management  
400 Bloor Street East  
Suite 200  
Mississauga, Ontario  
L4T 1A7  
Tel: (905) 887-8819  
Fax: (905) 887-1519  
Email: mlg@mgm.ca  
www.mgm.ca

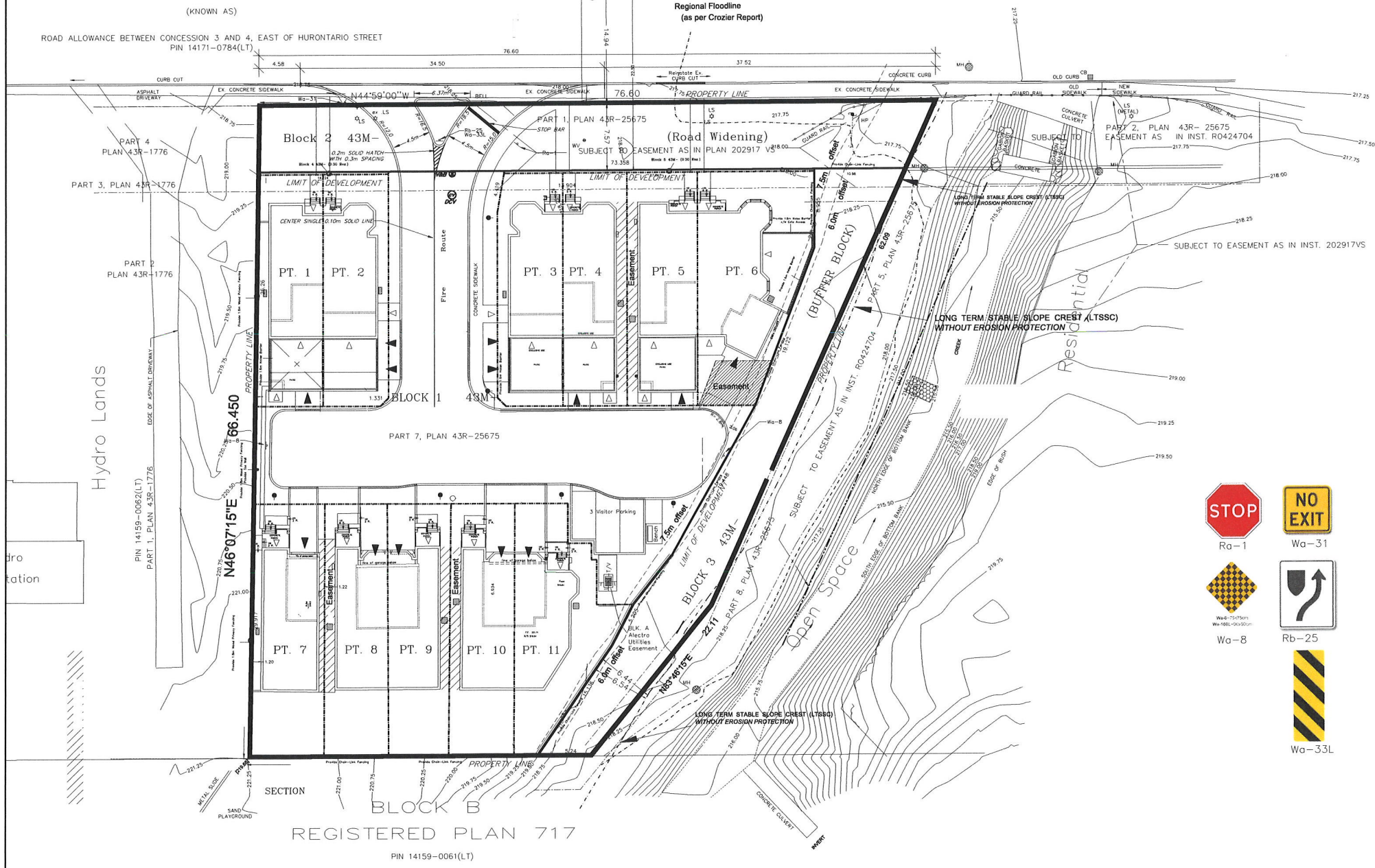
CLIENT:

ARLINGTON HOMES

PROJECT:  
ARLINGTON HOMES  
DIXIE/QUEEN BRAMPTON  
NORTH

DRAWING:  
PAVEMENT MARKING &  
SIGNAGE PLAN

DRAWN BY: DT	CHECKED BY: CD	JOB CAPTAIN: MLS
SCALE: 1:200	PROJECT NO.: 2008-005	DATE: JAN, 2019
CURRENT ISSUE:	CURRENT REV:	SHEET NO.
1	3	CV-5



STOP  
Ra-1

NO EXIT  
Wa-31

Wa-8

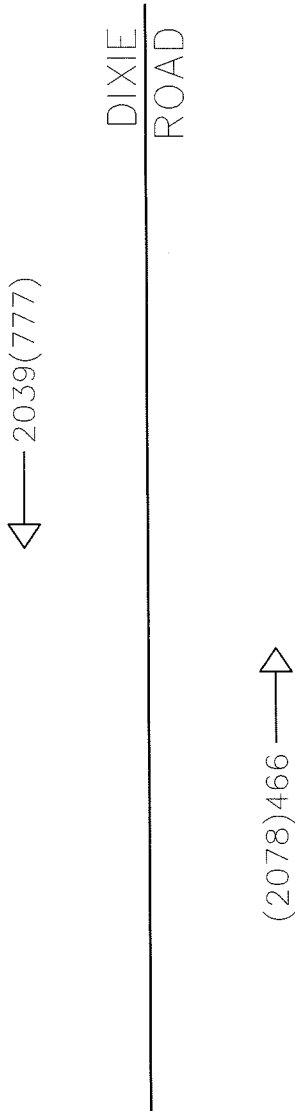
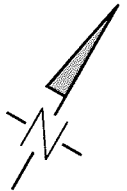
Rb-25

Wa-33L








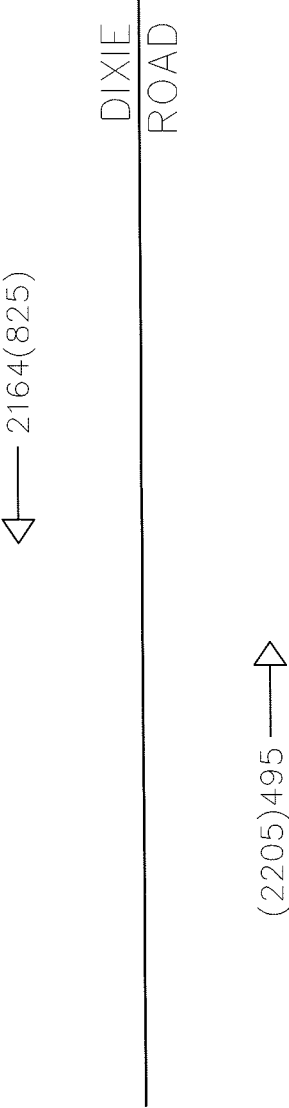
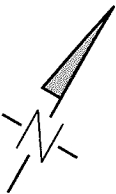
Legend	Project	9124 DIXIE ROAD		<div><div><div>C</div></div><div><div>CROZIER &amp; ASSOCIATES</div><div>Consulting Engineers</div></div><div><div>The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.crozier.ca info@crozier.ca</div></div></div>				
	Drawing	SITE LOCATION						
		Drawn By	D.L.	Design By	D.L.	Project	587-3260	
	Scale	N.T.S.	Date	JULY 3, 2019	Check By	A.F.	Drawing	FIG. 2







NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

Legend		Project		 <b>CROZIER &amp; ASSOCIATES</b> Consulting Engineers		The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.ccrozier.ca info@ccrozier.ca						
		Drawing										
	SIGNAL CONTROL	9124 DIXIE ROAD		Drawn By		D.L.	Design By	D.L.	Project	587-3260		
	STOP CONTROL	2018 EXISTING TRAFFIC VOLUMES		Scale		N.T.S.	Date	JULY 3, 2019	Check By	A.F.	Drawing	FIG. 3
xx(m)	A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES											





NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

<div>Legend</div> <div><div> SIGNAL CONTROL</div><div> STOP CONTROL</div><div> A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES</div></div>	<div>Project</div> <div>9124 DIXIE ROAD</div>	<div><div></div><div><div>CROZIER &amp; ASSOCIATES</div><div>Consulting Engineers</div></div><div><div>The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.crozier.ca info@crozier.ca</div></div></div>			
	<div>Drawing</div> <div>2021 FUTURE BACKGROUND TRAFFIC VOLUMES</div>				
	<div>Drawn By</div> <div>D.L.</div>		<div>Design By</div> <div>D.L.</div>		<div>Project</div> <div>587-- 3260</div>
<div>Scale</div> <div>N.T.S.</div>		<div>Date</div> <div>JULY 3, 2019</div>	<div>Check By</div> <div>A.F.</div>	<div>Drawing</div> <div>FIG. 4</div>	








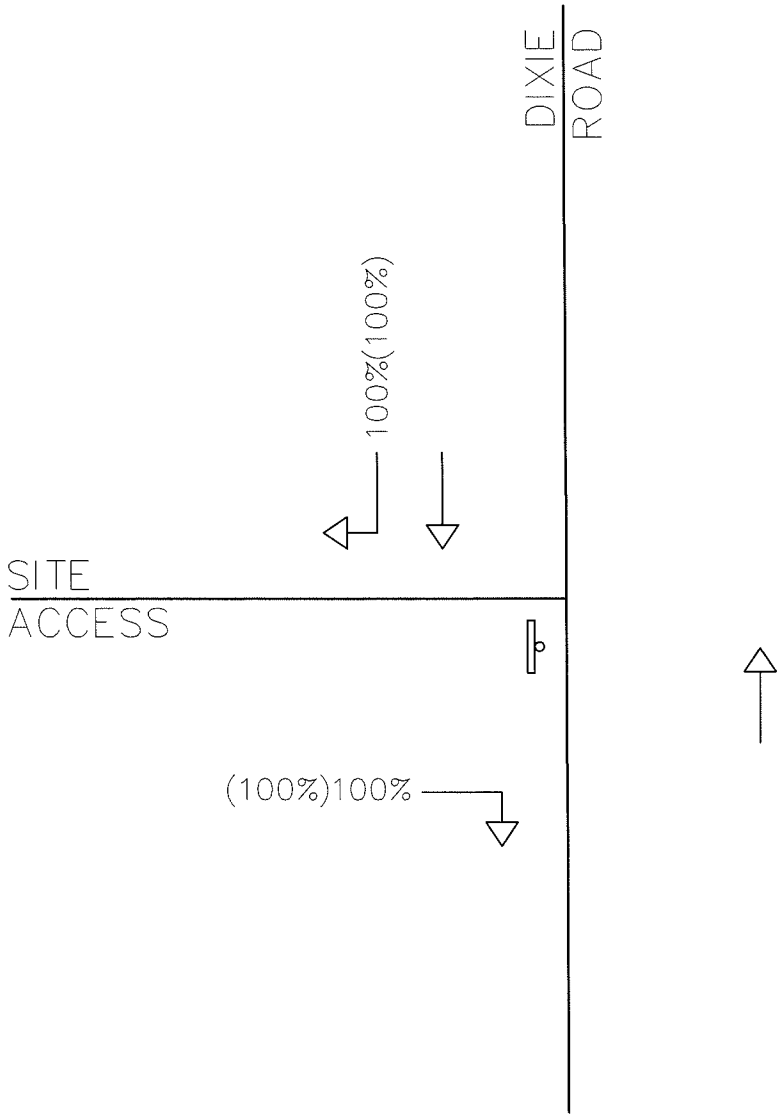
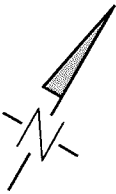
DIXIE  
ROAD

↕ 2509(956)





↗ (2556)574

NOTE: THIS FIGURE IS FOR SCHEMATIC  
PURPOSES ONLY & IS NOT TO BE SCALED.

Legend		Project		 <div><b>CROZIER &amp; ASSOCIATES</b> Consulting Engineers</div> <div>The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.crozier.ca info@crozier.ca</div>	
 SIGNAL CONTROL		9124 DIXIE ROAD			
 STOP CONTROL		Drawing			
xx(M) A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES		2026 FUTURE BACKGROUND TRAFFIC VOLUMES		Drawn By _____ Design By _____ Project <b>587-3260</b>	
				Scale _____ Date <b>JULY 3, 2019</b> Check By _____ A.F. _____ Drawing <b>FIG. 5</b>	



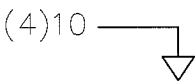
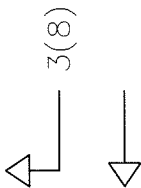
NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

<div>Legend</div> <div> SIGNAL CONTROL</div> <div> STOP CONTROL</div> <div> A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES</div>	<div>Project</div> <div>9124 DIXIE ROAD</div>	<div><div><b>CROZIER &amp; ASSOCIATES</b> Consulting Engineers</div><div>The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.crozier.ca info@crozier.ca</div></div>
	<div>Drawing</div> <div>TRIP DISTRIBUTION (RI/RO)</div>	
	<div>Scale</div> <div>N.T.S.</div> <div>Date</div> <div>JULY 3, 2019</div> <div>Check By</div> <div></div> <div>A.F.</div> <div>Drawing</div> <div>FIG. 6</div>	







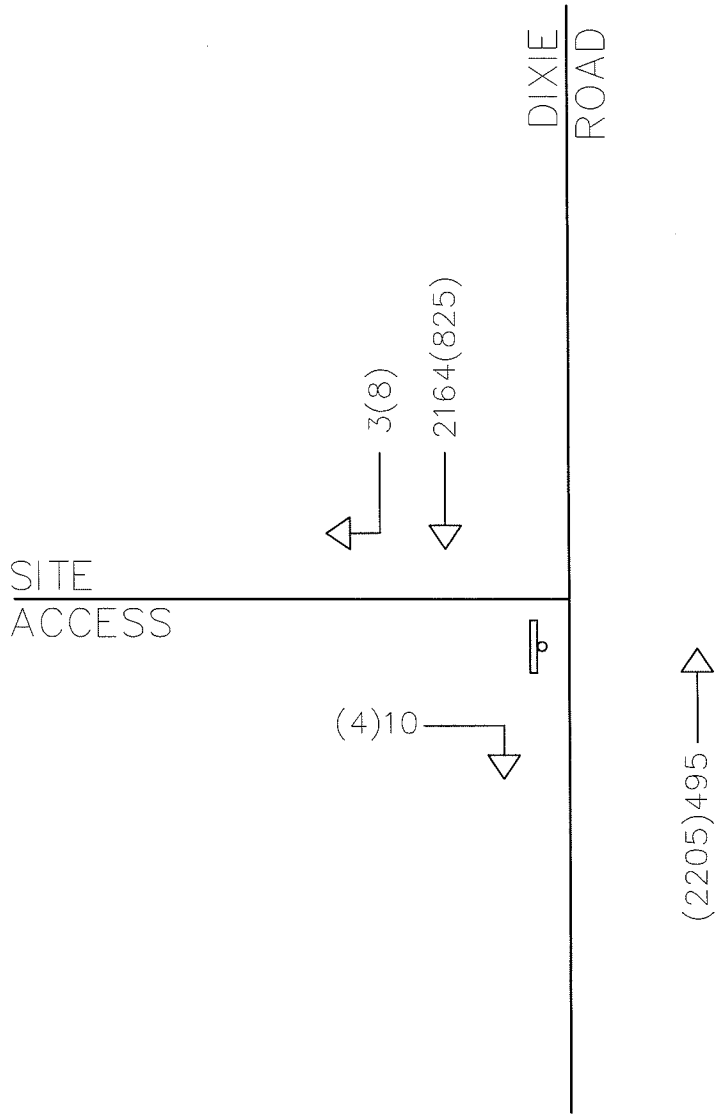
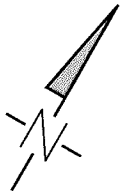
DIXIE  
ROAD

SITE  
ACCESS



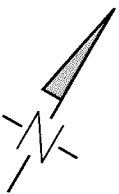
NOTE: THIS FIGURE IS FOR SCHEMATIC  
PURPOSES ONLY & IS NOT TO BE SCALED.

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---	--	---	--	---	--	--	--



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

<div>Legend</div> <div><div></div><div>SIGNAL CONTROL</div></div> <div><div></div><div>STOP CONTROL</div></div> <div><div>xx(yy)</div><div>A.M. (P.M.)</div><div>PEAK HOUR TRAFFIC VOLUMES</div></div>	Project		9124 DIXIE ROAD		<div></div> <div><b>CROZIER &amp; ASSOCIATES</b> Consulting Engineers</div> <div><div>The HarbourEdge Building, 40 Huron Street, Suite 301, Collingwood, ON L9Y 4R3 705 446-3510 T 705 446-3520 F www.crozier.ca info@crozier.ca</div></div>
	Drawing	2021 FUTURE TOTAL TRAFFIC VOLUMES		<div><div>Drawn By</div><div>D.L.</div><div>Design By</div><div>D.L.</div><div>Project</div><div>587-3260</div></div> <div><div>Scale</div><div>N.T.S.</div><div>Date</div><div>JULY 3, 2019</div><div>Check By</div><div>A.F.</div><div>Drawing</div><div>FIG. 8</div></div>	



DIXIE  
ROAD

SITE  
ACCESS

3(8)  
2509(956)

(4)10

(2556)574

NOTE: THIS FIGURE IS FOR SCHEMATIC  
PURPOSES ONLY & IS NOT TO BE SCALED.

Legend



SIGNAL CONTROL



STOP CONTROL

xx(yy)

A.M. (P.M.)  
PEAK HOUR TRAFFIC  
VOLUMES

Project

9124 DIXIE ROAD

Drawing

2026 FUTURE TOTAL  
TRAFFIC VOLUMES



**CROZIER  
& ASSOCIATES**  
Consulting Engineers

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705.446-3510 T  
705.446-3520 F  
www.crozier.ca  
info@crozier.ca

Drawn By

D.L.

Design By

D.L.

Project

587-3260

Scale

N.T.S.

Date

JULY 3, 2019

Check By

A.F.

Drawing

FIG. 9



## Mi-Ko Urban Consulting Inc.

• Land Use Planners • Development Consultants  
• Project Managers • Design Consultants

16 High St., Etobicoke, Ontario • M9Y 3N8 • Tel: 416-230-6935

By Email

To: The Committee of Adjustments  
For the City of Brampton,  
2 Wellington Street West,  
Brampton, Ontario,  
L6Y 4R2

August 15, 2024

Tel: 905-874-2117  
Attn: Secretary-Treasurer,

Re: 9124 Dixie Road, Brampton  
City Files:

Dear Secretary-Treasurer,

My name is Peter Chee, I am the planning consultant for Sunfield Dixie JV Inc., the owners/developers of the above and the noted Minor Variance Application before you. This application is for relief from the City's Zoning Bylaw 270-2004 for the following sections:

1. S. 10.5(b) a carport or garage door opening shall not be located closer than 6 metres from the front or flankage lot line.

Requested Variance: From the required 6.0m distance of a Carport or Garage Door to a flankage Lot Line to **1.2m**.

2. S. 10.12 Minimum Distance between Driveway and Street Intersection  
The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres.

Requested Variance: From the required 6.0m distance between a driveway and the project point of an intersection of two streets to **3.0m**.

The reason for this application was, due to an oversight. The Site-Specific Zoning Bylaw, OLT ZB 3-2021, inadvertently, failed to capture these variances.

1. S. 10.5(b): The Site-Specific Zoning Bylaw (SPZB) allows a rear yard set back of 1.5m to a garage door for the lots abutting Dixie Road. However, and despite Section 10) of the SPZB allows for a minimum setback of 1.2m to a flankage lot line, it inadvertently failed to include, "to the garage door" even though the garage is attached to the building.
2. S. 10.12: There are two units which are located by the intersection of 'two streets'. They are Parts 2 & 3. Part 2 has a minimum distance between the driveway and the projection of the intersection of 3.5m and Part 3 has 3.28m. These streets are private streets and there are only

11 units within this development. It will have a low traffic load and by design, will have a low-speed limit. As noted in the 2019 Crozier Traffic Impact Study, attached, *'analysis of the passenger car and refuse truck manoeuvrability within the site indicates that there are no expected vehicle manoeuvrability issues within the site'*.

As noted, the Lands was subject to an Ontario Land Tribunal (OLT) Decision/Order (PL 110363), attached, and a Site-Specific Zoning Bylaw (OLT ZBL 3-2021).

On October 6, 2021, the OLT conducted a settlement hearing on the Lands. One of the matters is the Site Plan Application as indicated in Attachment 4 of the Order/Decision, to which the Tribunal approved, Cl. 33.

The variances to Bylaw Sections 10.5(b) and 10.12, were inadvertently omitted. However, they are fundamental to the development of the Lands as per the OLT approved Site Plan.

In closing, I feel that the requested variances meet the 4 tests of a Minor Variance application, namely:

1. In keeping with the Official Plan
2. In keeping with the Zoning Bylaw
3. Is minor in nature
4. Is desirable

If the Committee has any questions and/or concerns, I will be in attendance to answer any and all questions and address any concerns.

Thank you.

Yours Truly,

MiKo Urban Consulting Inc.



Peter Chee, MCIP, RPP

cc Client



# Zoning Non-compliance Checklist

File No.

A-2024-0319

Applicant: Sunfield Dixie JV Inc.  
Address: 9124 Dixie Road  
Zoning: R2A-3018  
By-law 270-2004, as amended

Category	Proposal	By-law Requirement	Section #
USE			
LOT DIMENSIONS AREA / DEPTH / WIDTH			
BUILDING SETBACKS FRONT / SIDE / REAR	To permit a setback of 1.2 metres from a garage door opening to the flankage lot line	Whereas the by-law requires a minimum setback of 6 metres from a garage door opening to the flankage lot line	10.5
	To permit a minimum distance of 3 metres between the edge of a driveway and the actual or project point of intersection of two streets	Whereas the by-law requires a minimum distance of 6 metres between the edge of a driveway and the projected point of intersection of two streets	10.12
BUILDING SIZE			
BUILDING HEIGHT			
COVERAGE			
BELOW GRADE ENTRANCE			
ACCESSORY STRUCTURE SETBACKS			
ACCESSORY STRUCTURE SIZE / HEIGHT			
MULTIPLE ACCESSORY STRUCTURES			
DRIVEWAY WIDTH			
LANDSCAPED OPEN SPACE			
ENCROACHMENTS			
TWO-UNIT DWELLING			
SCHEDULE "C"			
OTHER – DECK			

E. Corazzola

Reviewed by Zoning

Aug. 16, 2024  
Date