

July 19, 2022

**Public Works**

10 Peel Centre Dr.  
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Brampton, ON  
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tel: 905-791-7800

peelregion.ca

Kelly Henderson  
Development Services  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Kelly.Henderson@brampton.ca](mailto:Kelly.Henderson@brampton.ca)

**RE:     Region of Peel Comments**  
**Zoning By-law Amendment**  
**210 & 220 Steeles Avenue West, City of Brampton**  
**OZS-2022-0023**  
**Regional File: RZ-22-023B**

Dear Ms. Henderson,

Regional staff has reviewed the above noted Zoning By-Law Amendment application to change the residential apartment zoning to permit additional height and density and offer the following comments to assist future submission.

**Servicing**

Please confirm the quantity of condo corporations for the development. City of Brampton to confirm whether shared servicing will be permitted between condo corps. Will there be septate site plans for this development?

**Water Servicing**

- An existing 600 mm diameter water main is located on Steeles Ave W.
- Presently this site is serviced from the 60mm watermain with 200mm water running through the south parcel. A private servicing easement over the south parcel (220 Steeles) in favour of the north parcel is required to protect this service. A copy of the registered private easement will be required prior to Regional servicing approval.
- This site does not have frontage on existing municipal water.
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. We require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply where possible.

- The townhouse development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing 1-8-2.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.
- Please review the Region's Water Design Criteria found on-line.

#### **Sanitary Sewer Servicing**

- An existing 250 mm and 300mm diameter sanitary sewer is located adjacent to the land parcel, not protected by a Regional Easement. The sanitary sewer is Regionally owned (210 Steeles Avenue West).
- An existing 525 mm diameter sanitary sewer is located on Steeles Ave W. The existing property is currently serviced by a 250mm sanitary that connects to a 300mm sanitary adjacent to the land parcel, not protected by a Regional Easement. The sanitary is Regionally owned (220 Steeles Avenue West).
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.
- Please review the Region's Sanitary Sewer Design Criteria found on-line.

#### **Regional Roads and Storm Water Requirements**

- The Region of Peel has an Environmental Compliance Approval in draft (CLI ECA # 009-S701), for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no additional flows are permitted and no new connections are made to Regional Roads.
- Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Region of Peel, the local Conservation Authority and all concerned departments and agencies. Alternatively, flows can be mitigated using Low Impact Development Technologies. Developers are required to demonstrate how this will be achieved through a Stormwater Management Report.
- No grading will be permitted within any Region of Peel ROW to support adjacent developments
- Grading and Drainage approval by the Region of Peel is required prior to Site Plan Approval
- A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval.
- We have received the SWMR dated 2022-03-01 and prepared by C.F Crozier & Associates Inc. The Report will be reviewed and preliminary comments will be provided.
- The Region will require a satisfactory Stormwater Management Report prior to OZ/RZ approval (digital format required).
- Prior to Site Plan approval, Grading and Drainage drawings are required for Review by Servicing Connections.
- Please refer to the Region's Storm Water Management Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line.

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### **Functional Servicing Review Requirements**

- The Region of Peel needs to be satisfied with the proposed servicing scenario prior to Rezoning Approval. The FSR requires some revisions;
  - The number of units listed in Appendix A do not match the number of units listed in Section 1.3 of the FSR report. Please confirm the correct number of units for each building.
  - Report needs to be stamped by a certified Professional Engineer.
  - Hydrant Flow test is missing from the FSR.
  - FSR cannot be modelled until these components are addressed.
  - Servicing Drawings does not indicate a sanitary connection to the proposed buildings.
  - Proposed water service connection requires a revision; domestic split needs to be in the Right of Way as per Region of Peel Standard 1-6-4.
  - Servicing drawing also does not show the required Regional easement corridor.
  - Please provide contact information for the Consulting Engineer so we can send revisions.
- Functional Servicing Report is required for the Region to review water and wastewater capacity and to determine the adequacy of the existing services for the proposed development. A satisfactory report is required prior to OZ/RZ Approval
- Please refer to the Region's Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line
- We have received the FSR dated 2022-03-01 and prepared by C.F Crozier & Associates. The Report is incomplete and outstanding information/revisions will be provided to the consultant
- the non-refundable Functional Servicing and Stormwater Management Fee of \$515 is required as per the current Fees By-law.

### **Regional Easement/Infrastructure Review Requirements**

- As per the comments provided in PRE-20-048B in 2020, the Region of Peel will require a 3m easement to protect the sanitary service running alongside the eastern limit of the property. Registration of this easement will be required prior to Site Plan approval.
- Regional easements need to be free and clear.
- The Region shall be notified of any proposed or existing encroachments.
- Existing easements dedicated to the Region of Peel for the purpose of sanitary sewer and/or watermain, must be maintained or the existing infrastructure relocated to the satisfaction to the Region of Peel, at the owner's cost.
- Lines of influence of proposed underground permanent structure shall not encroach onto the existing Sanitary sewer. Infrastructure located within the Region of Peel easement (as per Region of Peel Sanitary Sewer Design Criteria 6.4).
- Through the servicing review, we will require cross sections to be provided to verify whether there is a conflict with the tie backs and servicing connections. The Region shall be satisfied with the cross sections prior to servicing approval.
- To identify conflicts with Region of Peel Infrastructure and the municipal corridor/easement, shoring drawings shall be submitted for review and approval. Shoring Drawings are required to be submitted with the Site Plan application first submission. If shoring drawings are unavailable at this stage, the applicant shall acknowledge through written confirmation that they will adhere to the Region's current shoring standards. The Region of Peel shall be satisfied with the shoring proposal prior PUC approval and may require the applicant to enter into a Tie-back Agreement with the Region prior to commencement of work.

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## Site Servicing Requirements

- A satisfactory site servicing submission and the 1st submission fee as per the latest fee by-law are required prior to site plan approval.
- Municipal addresses, confirmed by the Local Municipality, are required prior to issuance of the Region of Peel's Site Servicing Connection approval. The approved addresses are entered into the Region's system and included on the receipt once the final payment has been made.
- To accompany the servicing review, the supporting Mechanical Drawings are required for
- review by Servicing connections prior to issuing Region of Peel Site Servicing connection approval.
- The Region will not accept property line chambers and maintenance holes within foundation walls, Regional easements, and in the road allowance. These appurtenances shall be to Region standards, accessible, separated from the foundation and accommodated with a notch out in the foundation wall
- Fire protection approval from the City of Brampton is required prior to Region of Peel site servicing connection approval. It is the applicant's responsibility to provide the Region with evidence of fire approval i.e. email and/or the Building Division's approved or latest drawing revision
- Regional site servicing connection approval, and preliminary acceptance of the municipal servicing connections is required prior to the City of Brampton issuing full building permit
- Infrastructure information
  - The applicant shall verify the location of the existing service connections to the subject site and the contractor shall locate all existing utilities in the field. Requests for underground locates can be made at <https://www.ontarioonecall.ca/portal/>
  - The Region of Peel has recently released a web application used for locating water, wastewater, transportation and other regional asset across Mississauga, Brampton, and Caledon as well as viewing as-built drawings. It is called EPAL - External Peel Asset Locator and is now available for external contractors and consultants. If you do not have an existing account, provide us with your name, name of your agency/company and your email address and we will request access on your behalf. Once access has been requested, instructions will be provided in the welcome email. Please contact Alexandra Maria at [alexandra.maria@peelregion.ca](mailto:alexandra.maria@peelregion.ca), to request access.
  - If you require assistance in addition to the information found in EPAL, please contact Records at [PWServiceRequests@peelregion.ca](mailto:PWServiceRequests@peelregion.ca).
- Please be advised that due to the ongoing developments of the novel coronavirus outbreak, the Region of Peel is currently implementing various measures to ensure the safety of our customers, employees and the workplace. Our front counter is now closed to the public and our staff have been directed to work from home for the foreseeable future. Therefore, Servicing Connections cannot process any payments over the counter at this time, however, we will accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca) for the process to submit an Electronic Fund Transfer for your servicing application fees.

## Traffic

### TIS

- The TIS dated March 2022 was revived by Traffic Development and Permits section.

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- We support the recommendation of the existing access along Steeles Avenue to be restricted to right in / right out movements only. A right turn lane will be required. A detailed functional design to convert the access to right in / right out is to be provided for our review and comment.
- We support the proposed westerly access as an emergency access only, functional design of this access is to be provided for our review and comment.

#### **Land dedication requirement**

- As per the Region of Peel's Official Plan, right-of-way requirement along Steeles Avenue is 50.5 meters. (25.25 measured from centerline of Steeles Avenue).
- 0.3 meter reserve is required along Steeles Avenue behind the road widening except at any approved access location.
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way.

#### **Landscaping and Encroachment**

- Landscaping, signs, fences, gateway features or any other encroachments are NOT permitted within the Region's easements and/or right-of-way limits.

#### **Engineering Requirements**

- A detailed engineering submission of road works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual".
- A detailed cost estimate of the proposed road and access works within the Regional right of way will be required.
- Securities shall be submitted as either a letter of credit, or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road.
- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.40).
- A PUCC circulation maybe required once the engineering design is approved.
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
  - Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law;
  - Completed Notice to Commence Work ;
  - Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.

#### **Public Health**

- Through ROPA 27, the Region of Peel has implemented the Healthy Development Framework, a collection of Regional and local, context-specific tools that assess the health promoting potential

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of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. In Brampton, the Sustainability Assessment integrates healthy design standards, while also incorporating other components of sustainability within a single, streamlined tool.

- A key policy of ROPA 27 is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, the Region and the City of Brampton are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted, communicated to local Council.
- The project has scored 56 points on the Sustainability Assessment Tool, where a Silver level is achieved. The site is on its way to contributing to a healthy built form with the surrounding community.
- The following are our recommendations:
  - Recommend 2m wide sidewalks throughout development
  - Encourage minimum traffic lane width in order to provide further room for active forms of transportation ie) biking and walking.
  - Consider landscaped sidewalks with pedestrian scaled lighting limited to a height of 4.6m.
  - Encourage establishing designated carpool and carshare spaces due to proximity of higher order transit along Steeles Ave and Hurontario St.
  - Consider providing amenity areas with seating to provide opportunities for rest and social interaction
  - Explore unbundling of parking from residential units by selling or leasing spaces separately.
  - Consider Age Friendly development guidelines when designing spaces for multi-generational use.

### **Sustainable Transportation**

- Please note that additional and detailed comments will be provided after the review of a circulated Site Plan Application.
- Sustainable Transportation Strategy recognizes and identifies Peel's role to build awareness relating to sustainable modes of commuting, such as carpooling, transit, telework, walking and cycling. TDM/AT has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that the Region of Peel – STSI (Sustainable Transportation and Strategic Initiatives) aims to achieve by integrating TDM/AT and development to provide more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promotes a healthy and active lifestyle.
  - Recognized that application achieved an overall sustainability score of 56 points (Silver).
  - Provide bicycle parking for short term (visitor) use on an easily accessible location at main entrances of the project that may either be sheltered or unsheltered.
  - Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible.
  - Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g., 25 percent extra) to encourage other cyclists and ensures adequate capacity in peak cycling season.

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- Provide secure occupant bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met). Occupant bicycle parking should be secure and enclosed with a controlled access.
- Suggest a convenient, direct access to transit stations or major stops along rapid transit routes within 400 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations.
- Ensure that bicycle parking spaces and access aisles meet minimum dimensions; and that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored.
- Would recommend two-meter-wide sidewalk, traffic calming efforts with consideration for share the road for all ages, taking into consideration AODA efforts by reviewing Age-Friendly Guidelines.
- Suggest a permanent bike repair station, securely anchored, with commonly used tools and an air pump, adjacent to the main bicycle parking area.
- Recommend a safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible.
- Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible.
- Recommend that sidewalks are of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas and provide marked pedestrian crosswalks at intersection sidewalks.
- Suggest making sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps.
- Please refer to the Region's Healthy Development Assessment for recommended short term and long-term bike parking
- Recommend the provision of lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks, and trails.
- Provide sidewalk and cycling route connections (curbs are cut) through the property and suggest confirming lighting conditions meet current standards for pedestrian/cycling ways and walkways to make walkers/cyclists visible to vehicle users and provides a safer environment (especially for access to indoor bicycle storage)
- Provide secure bicycle parking enclosure equivalent to at least the number of residential units.
- It is suggested to sell/lease parking spaces separately from units. This ensures less of an incentive for residents to own/use a sustainable vehicle. The Peel Healthy Development Assessment guide suggests providing unbundled parking for 50% of dwellings within 400 m (about 1312.34 ft) of a transit stop. (Within 400 m of Brampton Transit and in close proximity to LRT (Light Rail Transit) and GO Station.
- Consider further parking reduction applied by providing incentive to residents in providing Transit Discount cards to promote the use of local transit.

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- Consider offering Car-Share members and up to four (3) vehicles on-site. Car-Share has been linked to increased use of alternative transportation modes and reduced Single Occupant Vehicle trips. Carshare memberships can be provided to all residents of the new development.
- Suggest confirming lighting conditions meet current standards for pedestrian/cycling ways and walkways to make walkers/cyclists visible to vehicle users and provides a safer environment.
- Recommend wayfinding signage for site access (where required, e.g., when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious).
- Suggest the installation of EV (Electric Vehicle) charging stations for micro-mobility devices (e-scooter, e-bike, e-car) in public spaces and designate micro-mobility parking areas so devices do not impede the pedestrian clearway.

## **Notes**

### **Servicing**

- All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <https://www.peelregion.ca/public-works/design-standards/#procedures>.
- Please refer to Section 3 of our Site Plan Procedure document found on-line.
- Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws <https://www.peelregion.ca/council/bylaws/archive.asp>
- Please refer to the Latest Fees Bylaw. All fees may be subject to change on annual basis pending Council approval.
- Please refer to our Standard Drawings on-line to determine which standards are applicable to your project.
- Servicing for the proposed development must comply with the Local Municipality's Requirements for the Ontario Building Code and most current Region of Peel standards.

### **Legal Requirements**

- The Region may require review of the Declaration and Description prior to registration of the Condominium.
- Condominium Water Servicing Agreement may be required prior to Condominium Registration.
- All drawings shall be revised to show all existing easements and their limits; the purpose of each of the easements, the easement instrument numbers, parts and reference plan numbers and indicate whether they are private or municipal.
- The applicant is required to provide to the Region with copies of the most current PINS prior to HOZ/RZ/OZ Approval Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk.

### **Waste Management**

- This site is not within a vicinity of a landfill. Garbage collection for private schools and nurseries are required through a private Waste Collection company.

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## Sustainable Transportation

- Sustainable Transportation Strategy recognizes and identifies Peel's role to build awareness relating to sustainable modes of commuting, such as carpooling, transit, telework, walking and cycling. TDM/AT has a vital role in the design of urban environments and its influence on travel choices. Some of the outcomes that the Region of Peel – STSI (Sustainable Transportation and Strategic Initiatives) aims to achieve by integrating TDM/AT and development to provide a more attractive streetscapes that are inclusive and inviting for everyone: motorists, pedestrians, and cyclists; and promotes a healthy and active lifestyle.
  - No concerns related to OZ change.
  - Consider installing visible, well-lit bicycle parking for visitors near the main entrance. Typically, 1-5 bicycle parking spaces can substitute for a parking space, up to a maximum of 25-30% of total required parking spaces
  - Ensure that bicycle parking spaces and access aisles meet minimum dimensions; and that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored.
  - Consider providing showers and changing facilities for the use by active users/staff.
  - Recommend the provision of lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks, and trails
  - Suggest the installation of EV (Electric Vehicle) charging stations for micro-mobility devices (e-scooter, e-bike, e-car) in public spaces and designate micro-mobility parking areas so devices do not impede the pedestrian clearway.
  - Suggest a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided). Consider indoor secured bike parking for employees.
  - Please refer to the Region's Healthy Development Assessment for recommended short term and long-term bike parking.
  - Provide sidewalk and cycling route connections (curbs are cut) through the property and suggest confirming lighting conditions meet current standards for pedestrian/cycling ways and walkways to make walkers/cyclists visible to vehicle users and provides a safer environment.
  - Suggest making sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed (cut) curbs at street corners and convenient access to extra-wide parking spaces and ramps.
  - Recommend wayfinding signage for site access (where required, e.g., when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious).

If you have any questions or concerns, please contact me ([Herman.Wessels@peelregion.ca](mailto:Herman.Wessels@peelregion.ca) 905.791.7800 X4209) at your earliest convenience.

Yours truly,



Herman Wessels  
Intermediate Planner, Development Services  
Region of Peel

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October 13, 2023

Nicole Hanson  
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**RE: Region of Peel Comments  
Zoning By-law Amendment  
210 & 220 Steeles Avenue West  
Anna-Maria Kaneff  
City File: OZS-2022-0023  
Regional File: RZ-22-023B**

Dear Nicole,

Region staff have reviewed the second submission materials (received September 19, 2023) including Functional Servicing Report, Servicing Plan, Transportation Impact Study, and Architectural drawings for the above noted Zoning By-law Amendment Application proposing to amend the permitted height and density to allow the development of 5 new purpose-built rental apartment buildings on the subject lands and have the following comments:

### **Development Services Planning Comments**

The subject land is located within a Major Transit Station Area in accordance with Schedule E-5 of the Region of Peel Official Plan which is designated for growth and intensification providing a diverse mix of land uses, varying housing typologies, and mixed tenures.

It is encouraged to provide a mix of tenure types within the proposed purpose-built rental buildings to accommodate a diverse demographic.

Please be advised the Region has not yet received the Fee Payment of \$4,817.50 for application review; request sent on September 21, 2023. Please email [eftadvice@peelregion.ca](mailto:eftadvice@peelregion.ca) to arrange setup of the EFT process. Kindly insert the application information found below into your email request.

<b>Name of Individual/Company Making Payment</b>	Anna-Maria Kaneff
<b>Address</b>	8501 Mississauga Rd, Brampton, ON L6Y 5G8
<b>Dollar Amount of Payment</b>	\$4,817.50
<b>Region of Peel File Number</b>	RZ-22-023B
<b>Credit Card If under \$1,300</b>	No
<b>For Credit Card-Person to Call</b>	N/A
<b>For Credit Card-Phone Number</b>	N/A

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### **Major Transit Station Area Comments**

On November 4, 2022, the Minister of Municipal Affairs and Housing issued a decision to approve the new Region of Peel Official Plan (RPOP) 2022, with modifications. The RPOP is available on Peel's [website](http://peelregion.ca).

As per the approved RPOP, the subject property, situated near the northwest corner of Steeles Avenue West and Main Street South, is located within the Gateway Terminal Primary MTSA (HLRT-22) which has a minimum density target of 160 persons and jobs per hectare. The RPOP policies related to MTSA's can be found in Section 5.6.19 with the minimum density targets prescribed in Table 5.

- It is appreciated that the proposed development introduces residential uses that plan to achieve the minimum density target of 160 residents per hectare. However, the applicant is encouraged to incorporate opportunities for employment on the property, such as through office and commercial uses, as per the RPOP's policies to meet the minimum density of collective residents and jobs per hectare within the MTSA.
- Section 5.6.19.18 of the RPOP outlines policies in support of mixed land uses and amenities that promote transit-supportive neighbourhoods and complete communities. Pursuant to policy 5.6.19.18, an assessment should demonstrate how the proposed density (persons and jobs) contributes to the minimum MTSA target density.
- Pursuant of Section 5.6.19.18 of the RPOP, the applicant is also encouraged to ensure that the proposed development supports accessibility through establishing a street pattern which encourages mobility for non-automobile travel and people of various abilities.
- The assessment must also provide consideration to municipally-initiated studies and recommendations that support the requirements of policy 5.6.19.10 of the RPOP. The applicant is encouraged to work with the local municipality undertaking its MTSA study, including the phasing and servicing plan.

### **Servicing Comments**

- Please note, FSR, & First submission fees have not been paid (FSR = \$1000, First Submission Fee \$420.25) if a fulsome SWM review will be required, it will be \$1500.
- The new FSR by Crozier dated Sept 2023, has been received and sent for water and sanitary modelling, and it will be circulated for SWM review.
- All other conditions remain from the previous set of comments (issued July 19, 2022)

### **Storm Water Comments**

- The Stormwater Report is not satisfactory, please refer to Region's latest CLI ECA stormwater criteria for water quality, water balance, and erosion control. These criteria have not been satisfactorily met on site, and must be met prior to the approval of this Zoning By-law Amendment.
- Applicant to confirm no overland drainage to Steeles Ave to the 100 Y storm event – as sewers are designed for only 2 Y, please show surface ponding areas and maximum WSE for the 100 Y storm on site using Region IDF.
- OGS standalone cannot be used to provide 80% TSS control. A treatment train must be provided on site.
- Region's IDF curves must be used for all flow and storage calculations.

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- The Region is not aware of any ditch along Steeles at the south outlet. It appears the outlet is to property to the south. Please demonstrate with pictures if ditch exists; otherwise please revise wording in the Storm Water Report.

### Public Health Comments

- Many sustainable features have been proposed which align with our recommendations. The features include: walkways with lighting, bicycle parking, reduced parking ratio, resident amenity areas, proposed carshare spaces, access to 3m wide multi use trail among other features.
- The application has also received a score of 56 points which falls under the silver threshold. This application is on the path to contributing to a healthy community.

### Waste Management Comments

At this time, feasibility of access, egress, and adequate storage for waste & collection must be demonstrated on the Waste Management Plan in accordance with the following conditions prior to the approval of a Zoning By-law Amendment.

The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the following technical conditions being met and labelled on a Waste Management Plan prior to the approval of a future Site Plan Application. Additional details and technical standards for indoor storage requirements will be provided during the review of a future Site Plan application.

### Waste Collection Vehicle Access and Egress Route

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

### Collection Point Requirements

6. Overhead clearance at the Collection Point – A minimum of 7.5 metres from the concrete pad is required at the Collection Point. The clear height of 7.5 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies. This must be shown and labelled on subsequent revised submissions. The Transportation Impact Study Update by NexTrans contains a Waste Management Plan that describes the required loading space dimensions of 9m in length x 3.5m in width and 4.25m vertical clearance. If this is the proposed collection point the proposed width and vertical clearance are insufficient. Please revise to meet the minimum required width of 6m and vertical clearance of 7.5 metres.
7. The waste collection vehicle must wholly fit in the collection point during collection. A minimum of 18 metres must be provided for maneuvering during collection and measured from the 1st bin staged within the collection point.

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8. The Collection Point must show sufficient space for the staging of all bins of a single stream, whichever is larger and setting-out of Bulky Items (minimum 10 square metres).
9. The number, size, and type of receptacles in the Collection Point must be clearly labelled and shown on the Waste Management Plan.
10. The Collection Point should not require the jockeying of front-end bins (i.e. manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. Please see Appendix 4 of the WCDSM – Waste Collection Design Standards Manual for suggested positioning of bins.
11. It was mentioned in The Transportation Impact Study Update by NexTrans under Waste Management Plan that on the garbage pick-up day, garbage bins will be moved from the garbage storage area to the garbage staging area. Please indicate in the drawing the location of each one and ensure that the areas are sufficient.

For more information, please consult the Region of Peel Waste Management Plan for Official Plan Amendment / Rezoning Application available at:

<https://www.peelregion.ca/planning/development-services/waste-management-plan.asp#Waste%20Management%20Plan%20Requirements> and the Waste Collection Design Standards Manual (WCDSM) available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

## Housing Comments

[Table 4](#) of the [Peel 2051 Regional Official Plan](#) (RPOP) identifies Peel-wide housing unit targets on rental, density, and affordability. These targets are based on need as determined through the [Peel Housing and Homelessness Plan](#) and the [Regional Housing Strategy](#).

For planning applications of approximately 50 units or more, RPOP policies require applicants to submit a **housing assessment** that is consistent with local and Peel housing objectives and demonstrates contributions towards the housing targets. The required housing assessment can be included as part of a planning justification report or housing report, or as its own report. It is acknowledged that the applicant included housing analysis in a Planning Justification Report.

- **Affordability:** The applicant is encouraged to provide units at rents and prices that are affordable to low or moderate-income households to better contribute to the Peel-wide affordability target and respond to City of Brampton Official Plan Policy [4.2.5](#) and SPA 55 Hurontario-Main Corridor: Policy [5.2.5](#). The definition of 'affordable housing' can be found in the [Glossary](#) section of the Region of Peel Official Plan (RPOP). The applicant can also provide information on pricing (average rent) and affordability period (i.e., 25 years or more) of units.
- This application is within an area in the City of Brampton that is eligible for inclusionary zoning (IZ). Consequently, the applicant should be aware of ongoing [consultation and policy development](#) regarding the potential for IZ and further efforts by the City of Brampton to develop and implement an IZ by-law. Affordable units secured through IZ are part of an applicant's demonstration of a contribution to the Peel-wide new housing unit targets.
- As part of a contribution to the Peel-wide housing unit target for affordability, the applicant may consider a contribution of units to Peel Region and/or a non-profit housing provider to be used for affordable housing. Peel staff would be interested in working with applicants to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider. While it is anticipated that units identified to address moderate income needs will be

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predominantly provided by the private sector, partnerships between the applicant, Peel Region, the City of Brampton, and the non-profit sector could be explored to provide units that are affordable to low-income households.

- **Density:** It is appreciated that the applicant revised its proposal to demonstrate a strong contribution towards the density target by proposing to develop apartment units. It is acknowledged that the existing buildings include two bedroom units and it is appreciated that the anticipated unit mix for the proposed intensification includes larger family-sized one bedroom plus den, two bedroom, two bedroom plus den, and three bedroom units. However, the applicant is encouraged to explore opportunities to incorporate more two-bedroom, two-bedroom plus den, and three-bedroom units in the proposed development to provide an appropriate number and proportion of family-sized units that responds to community need. The applicant is encouraged to include units of all sizes that are affordable to moderate-income households.
- **Rental:** It is greatly appreciated that the proposed development consists of purpose-built rental units and it is acknowledged that these units will provide more housing choice and more affordable options as compared to other housing types and tenures. The applicant should explore all available funding sources to support affordable rental housing, such as the [Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative](#) and [Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund](#) and a future round of the [Peel Affordable Rental Incentives Program](#).

The applicant is encouraged to incorporate universal accessibility and design features into the proposed development.

- This application is located within an area that is a priority community for childcare expansion. It is greatly appreciated that the applicant is exploring accommodating a childcare (day care) use in the ground floor of Building 1 and that this will be explored further through SPA. This will help to better meet the needs of current and future households with children in this community. Regional staff may contact the applicant to learn more about these plans and offer any information that may assist planning.

Peel staff can meet with applicants to clarify housing objectives and policies as needed. We look forward to working with the applicant to review opportunities to further contribute to Peel-wide housing unit targets, including partnerships.

### Transportation Development Comments

#### Access & TIS

- The Region has reviewed the Transportation Impact Study (TIS) which was received through the second site plan application submission and would like to offer the following:
  - The TIS did not address the required auxiliary right turn lane. Please revise the transportation impact study to reflect this.
- The Region understands that no new access off Steeles Avenue West will be implemented and that the existing access will be physically restricted to a right-in/right-out access.
- A functional design of auxiliary right turn lane and geometrics the proposed physically restricted right-in/right-out access along Steeles Avenue are to be provided to the Region for review and approval. Storage and taper lengths are to be included.

#### Site Plan

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- The Region requests that all land dedications and reserves be reflected in the site plan.

### **Land Dedication (Prior to Site Plan Approval)**

- The Region acknowledges that the Regional Official Plan requirement for Regional Road 15 (Steeles Avenue West) which has a right of way of 54 metres, 27 metres from the centreline of the road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;
- During a future site plan application, the Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 15 (Steeles Avenue West) behind the property line, except at any approved access point;
- The applicant will be required to gratuitously dedicate the lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;
- Reference plan(s) and transfer document(s) must be completed prior to granting execution of the site plan agreement and/or final site plan approval.

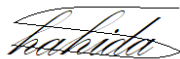
Please be advised additional details on landscaping, encroachments, and engineering drawing requirements for roads and access will be provided at a future time during the Site Plan Application review. Detailed submissions, cost estimates, additional fees & permits will be required to be submitted prior to future Site Plan Approval.

- All costs associated with the design and construction of road works will be 100% paid by the Owner.

### **Concluding Comments**

We look forward to working with the City of Brampton staff members and applicant team in the future resubmissions to address outstanding matters of Regional interest. If you have any questions or concerns, please contact the undersigned at ([shahida.hoque@peelregion.ca](mailto:shahida.hoque@peelregion.ca) or 905.791.7800 x 5075).

Thank you,



**Shahida Hoque, MPI**  
Junior Planner  
Planning and Development Services  
Region of Peel

## Public Works

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April 18, 2024

Harsh Padhya  
Development Planner III  
Planning, Building and Growth Management  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Harsh.Padhya@brampton.ca](mailto:Harsh.Padhya@brampton.ca)

**RE: Region of Peel Comments – 3<sup>rd</sup> Submission**  
**Zoning By-law Amendment**  
**210 & 220 Steeles Avenue West**  
**Anna-Maria Kaneff**  
**City File: OZS-2022-0023**  
**Regional File: RZ-22-023B**

Dear Harsh,

Region staff have reviewed the third submission materials received April 4<sup>th</sup>, 2024 for the above noted Zoning By-law Amendment application proposing to amend the permitted height and density to allow the development of 5 new purpose-built rental apartment buildings on the subject lands and have the following comments:

### **Major Transit Station Area Comments**

On November 4, 2022, the Minister of Municipal Affairs and Housing issued a decision to approve the new Region of Peel Official Plan (RPOP) 2022, with modifications. The RPOP is available on Peel's [website](http://www.peelregion.ca/official-plan).

As per the approved RPOP, the subject property, situated near the northwest corner of Steeles Avenue West and Main Street South, is located within the Gateway Terminal Primary MTSA (HLRT-22) which has a minimum density target of 160 persons and jobs per hectare. The RPOP policies related to MTSA's can be found in Section 5.6.19 with the minimum density targets prescribed in Table 5.

- It is appreciated that the proposed development introduces residential uses that plan to achieve the minimum density target of 160 residents per hectare. However, the applicant is encouraged to incorporate opportunities for employment on the property, such as through office and commercial uses, as per the RPOP's policies to meet the minimum density of collective residents and jobs per hectare within the MTSA.
- Section 5.6.19.18 of the RPOP outlines policies in support of mixed land uses and amenities that promote transit-supportive neighbourhoods and complete communities. Pursuant to policy 5.6.19.18, an assessment should demonstrate how the proposed density (persons and jobs) contributes to the minimum MTSA target density.
- Pursuant of Section 5.6.19.18 of the RPOP, the applicant is also encouraged to ensure that the proposed development supports accessibility through establishing a street pattern which encourages mobility for non-automobile travel and people of various abilities.



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- The assessment must also provide consideration to municipally-initiated studies and recommendations that support the requirements of policy 5.6.19.10 of the RPOP. The applicant is encouraged to work with the local municipality undertaking its MTSA study, including the phasing and servicing plan.

### Servicing Comments

- Please note, FSR, & First submission fees have not been paid (FSR = \$1000, First Submission Fee \$420.25) if a fulsome SWM review will be required, it will be \$1500.
- The new FSR by Crozier dated March 2024, has been received and sent for water and sanitary modelling, and it will be circulated for SWM review.
- All other conditions remain from the previous set of comments (issued July 19, 2022)
  - The applicant is required to provide to the Region with copies of the most current PINS prior to HOZ/RZ/OZ Approval. Further comments/requirements will be provided once the PINS are reviewed.
  - A Draft Reference Plan cleared by Traffic & Legal showing the required Regional Easement part is required. No encroachments shall be allowed.
  - A copy of the registered Regional Sanitary Sewer Easement is required. No encroachments shall be allowed.
  - SWM remains outstanding.

### Waste Management Comments

All the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. Therefore, the Region of Peel will provide Front-end collection of garbage and recyclable materials.

### Housing Comments

It is appreciated that the applicant has demonstrated a significant contribution towards the density target through the inclusion of apartment units. It is also greatly appreciated that the proposed development is demonstrating a strong contribution towards the rental housing target through the provision of much needed purpose-built rental units. This will create more housing choices and a more complete community. The applicant should explore all available funding sources to support affordable rental housing, such as the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund and a future round of the Peel Affordable Rental Incentives Program.

The applicant is asked to demonstrate contributions to Policy 5.2.5 of the Hurontario Main Corridor community Secondary Plan. The applicant is encouraged to provide units at prices that are affordable to low- or moderate-income households. The definition of 'affordable housing' can be found in the Glossary section of the Peel Region Official Plan. As part of the applicant's contribution to the Peel-wide new housing unit target for affordability, the applicant may consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Peel staff would be interested in working with applicant to establish terms of such a contribution involving Peel Region and/or connecting the applicant with a non-profit housing provider.

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While it is appreciated that the anticipated unit mix includes larger family-sized one bedroom plus den, two bedroom plus den, and three bedroom units, the applicant is encouraged to explore opportunities to incorporate more two and three bedroom units in the proposed unit mix to provide an appropriate number and proportion of family-sized units that responds to community need. The applicant is encouraged to include units of all sizes that are affordable to moderate-income households.

Peel staff can meet with applicants to clarify housing objectives and policies as needed. We look forward to working with applicants to review opportunities to contribute to Peel-wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.

## Transportation Development Comments

### Access and TIS

- The Region has reviewed the transportation impact study that was received through the third site plan application submission and would like to offer the following:
  - The transportation impact study did not address the required auxiliary right turn lane. Please update the transportation impact study to include this.'
- The Region in theory will support a physically restricted right-in/right-out access at the existing access location.
- The access should be physically restricted with a centre median that extends 45m on either side of the access where applicable without blocking other accesses;
- A functional design of auxiliary right turn lane and geometrics for the proposed physically restricted right-in/right-out access along Steeles Ave are to be provided to the Region for review and approval. Storage and taper lengths are to be included.

### Site Plan

- All comments provided should be reflected on the site plan, including;
- The Site Plan should show property dimensions from the centreline of the original road allowance;
- Auxiliary turn and centre median should also be shown.

### Land dedication

- The Region acknowledges that the Regional Official Plan requirement for Regional Road 15 (Steeles Avenue West) which has a right of way of 50.5 metres, 25.25 metres from the centreline of the road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 15 (Steeles Avenue West) behind the property line, except at any approved access point;
- The applicant is required to gratuitously dedicate the lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;
- Reference plan(s) and transfer document(s) must be completed prior to granting execution of the site plan agreement and/or final site plan approval.

## Public Works

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### Landscaping/Encroachments

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

### Engineering Requirements

- A detailed engineering submission for the road and access works is required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right-of-way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed works within the Regional right of way;
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Roads;
- A 10.8 % engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
- Completed Road Occupancy Permit and a permit fee as per the Region's user fees and charges By-law;
- Completed Notice to Commence Work ;
- Provide proof of insurance with the Region of Peel added to the certificate as an additional insured with \$5 million minimum from the Contractor;
- Please note that any proposed construction within the Region of Peel's right of way is pending PUCC approval (minimum six week process). Please note that PUCC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email;
- All costs associated with the design and construction of road works will be 100% paid by the Owner.

### Concluding Comments

We look forward to working with the City of Brampton staff members and applicant team in the future resubmissions to address outstanding matters of Regional interest. If you have any questions or concerns, please contact the undersigned at ([Michelle.Hui@peelregion.ca](mailto:Michelle.Hui@peelregion.ca) or 905.791.7800 x 3043).

Thank you,

**Michelle Hui**  
Planner  
Planning and Development Services  
Region of Peel

## Henderson, Kelly

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**From:** planninganddevelopment <planninganddevelopment@bell.ca>  
**Sent:** 2022/05/24 10:17 AM  
**To:** Henderson, Kelly  
**Subject:** [EXTERNAL]RE: [OZS-2022-0023] Notice of Application and Request for Comments: DUE JUN 16/2022

**Follow Up Flag:** Follow up  
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Good morning Kelly,

Bell Canada has no comments or concerns with this OZS. We will provide comment at the Draft Plan/Site Plan stage.

**Ryan Courville**

Access Network Provisioning Manager | Planning and Development  
C: 416-570-6726  
100 Borough Dr. Fl. 5 Toronto, Ontario



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**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Wednesday, May 18, 2022 11:08 AM  
**To:** planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; circulations@wsp.com; planninganddevelopment <planninganddevelopment@bell.ca>; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>  
**Cc:** Henderson, Kelly <Kelly.Henderson@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>  
**Subject:** [EXT][OZS-2022-0023] Notice of Application and Request for Comments: DUE JUN 16/2022

Good Morning,

Please find attached the **Notice of Application and Request for Comments**. An application for **210 & 220 Steeles Avenue West** with an assigned file number of **OZS-2022-0023** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Kelly Henderson by **June 16, 2022**

If you have any concerns please contact Kelly at [Kelly.Henderson@brampton.ca](mailto:Kelly.Henderson@brampton.ca)

*Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.*

#### **How to Access Applicant Submitted Documents**

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

***Shawntelle Trdoslavic***

**Development Services Clerk**

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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May 27, 2022

Kelly Henderson  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Kelly:

**Re: Notice of Application and Request for Comments  
Application to Amend the Official Plan and Zoning By-law  
Kaneff Group  
210 and 220 Steeles Avenue West  
West of Hurontario St, North side of Steeles Ave W  
File: OZS 2022-0023  
City of Brampton – Ward 3**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of a 64 townhouse and 1219 apartment units which are anticipated to yield:

- 28 Junior Kindergarten to Grade 8 Students; and
- 22 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Bishop Francis Allen	352	260	8
Secondary School	Cardinal Leger	1253	1239	6

Boundary changes may be required to accommodate students from new development areas north of Steeles Avenue West.

**The Board requests that the following condition be incorporated in the development agreement:**

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.

- (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP  
Planner  
Dufferin-Peel Catholic District School Board  
(905) 890-0708, ext. 24407  
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

September 29, 2023

Nicole Hanson  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Nicole:

**Re: Revised Submission  
Application to Amend the Official Plan and Zoning By-law  
Kaneff Group  
210 and 220 Steeles Avenue West  
West of Hurontario St, North side of Steeles Ave W  
File: OZS 2022-0023  
City of Brampton – Ward 3**

---

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 4 buildings with a total of 1887 apartment units which are anticipated to yield:

- 113 Junior Kindergarten to Grade 8 Students; and
- 57 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Bishop Francis Allen	339	260	8
Secondary School	Cardinal Leger	1245	1239	6

Boundary changes may be required to accommodate students from new development areas north of Steeles Avenue West.

**The Board requests that the following condition be incorporated in the development agreement:**

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.



- (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP  
Planner  
Dufferin-Peel Catholic District School Board  
(905) 890-0708, ext. 24407  
krystina.koops@dpcdsb.org

c: Z. Tessaro, Peel District School Board (via email)

## Henderson, Kelly

---

**From:** Municipal Planning <MunicipalPlanning@enbridge.com>  
**Sent:** 2022/05/26 2:02 PM  
**To:** Henderson, Kelly  
**Subject:** [EXTERNAL]RE: [OZS-2022-0023] Notice of Application and Request for Comments: DUE JUN 16/2022

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to [MunicipalPlanning@Enbridge.com](mailto:MunicipalPlanning@Enbridge.com).

Regards,

**Casey O'Neil** (she/her)  
Sr Analyst Municipal Planning  
Engineering

ENBRIDGE  
TEL: 416-495-5180  
500 Consumers Rd, North York, ON M2J1P8  
[enbridge.com](http://enbridge.com)  
**Safety. Integrity. Respect. Inclusion.**

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**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Wednesday, May 18, 2022 11:08 AM  
**To:** planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; circulations@wsp.com; planninganddevelopment <planninganddevelopment@bell.ca>; Municipal Planning <MunicipalPlanning@enbridge.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com; gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csmiamonde.ca>  
**Cc:** Henderson, Kelly <Kelly.Henderson@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>  
**Subject:** [External] [OZS-2022-0023] Notice of Application and Request for Comments: DUE JUN 16/2022

### CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?  
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Good Morning,

Please find attached the **Notice of Application and Request for Comments**. An application for **210 & 220 Steeles Avenue West** with an assigned file number of **OZS-2022-0023** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Kelly Henderson by **June 16, 2022**

If you have any concerns please contact Kelly at [Kelly.Henderson@brampton.ca](mailto:Kelly.Henderson@brampton.ca)

*Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.*

#### **How to Access Applicant Submitted Documents**

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

***Shawntelle Trdoslavic***

**Development Services Clerk**

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

**Our Focus Is People** 



Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

## Ng, Charles

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**From:** Municipal Planning <MunicipalPlanning@enbridge.com>  
**Sent:** 2023/09/25 11:27 AM  
**To:** Planningcomments  
**Cc:** Hanson, Nicole  
**Subject:** [EXTERNAL]RE: Request for Comments: [OZS-2022-0023] Revision 1- DUE:OCT/02

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.**

Thank you for your circulation.

Enbridge Gas does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to [MunicipalPlanning@Enbridge.com](mailto:MunicipalPlanning@Enbridge.com).

Regards,

**Willie Cornelio** CET (he/him)  
Sr Analyst, Municipal Planning  
Engineering

ENBRIDGE  
TEL: 416-495-6411  
500 Consumers Rd, North York, ON M2J1P8  
[enbridge.com](http://enbridge.com)  
**Safety. Integrity. Respect. Inclusion.**

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**From:** Lawrence, Marsha <Marsha.Lawrence@brampton.ca>  
**Sent:** Tuesday, September 19, 2023 3:56 PM  
**To:** zsg-planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; dana.jenkins@peelregion.ca; suzanne.blakeman@peelsb.com; phillip.sousa@peelsb.com; nick.gooding@peelsb.com; zach.tessaro@peelsb.com; planification@csvgamonde.ca; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; Pedano, Vito <vito.pedano@peelpolice.ca>; christopher.fearon@canadapost.ca; Henry Gamboa <henry.gamboa@electrautilities.com>; GAURAV.RAO@ALECTRAUTILITIES.COM; max.watters@electrautilities.com; gtaw.newarea@rci.rogers.com; circulations@wsp.com; Municipal Planning <MunicipalPlanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; development.coordinator@metrolinx.com; Landuse.Planning@gtaa.com  
**Cc:** Hanson, Nicole <Nicole.Hanson@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>; D'Souza, Natasha <Natasha.DSouza@brampton.ca>; Yadav, Jessica <Jessica.Yadav@brampton.ca>; Trdoslavac, Shawntelle

<Shawntelle.Trdoslavic@brampton.ca>

**Subject:** [External] Request for Comments: [OZS-2022-0023] Revision 1- DUE:OCT/02

**CAUTION! EXTERNAL SENDER**

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DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Good afternoon,

**Revision 1** for **210 & 220 Steeles Avenue West** with an assigned file number of **OZS-2022-0023** was submitted to City of Brampton for review. The applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments directly to [planningcomments@brampton.ca](mailto:planningcomments@brampton.ca) and cc the assigned planner, **Nicole Hanson** by **October 2, 2023**.

If you have any concerns please contact Nicole at [Nicole.Hanson@brampton.ca](mailto:Nicole.Hanson@brampton.ca)

**Please click the link below for instructions on how to access Applicant Submitted Documents:**

<https://www.youtube.com/watch?v=2KLexaEefpM>

Kind regards,

**Marsha Lawrence**

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | City Hall

E: [Marsha.Lawrence@brampton.ca](mailto:Marsha.Lawrence@brampton.ca) | T: 905.874.3546 | W: [www.brampton.ca](http://www.brampton.ca)

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## BRAMPTON – BramPlanOnline

**Property Address:** 210 & 220 Steeles Avenue West  
**Application Type:** Zoning By-law Amendment  
**File No:** OZS-2022-0023  
**Project Proposal:** Proposal for two 45-storey and one 40-storey residential towers plus additional mid-rise residential buildings  
**Due Date:** 2 October 2023

We have reviewed the proposal for new residential towers on the subject property, and offer the following comments:

Airport Zoning Restrictions:

According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.

NAV CANADA Review:

Based on the proposed development heights, on behalf of the applicant we have submitted this proposal to NAV CANADA for their review of possible impacts on navigation, surveillance and communication equipment operating at Toronto Pearson International Airport. NAV Canada's reviews can take up to 8 to 12 weeks or more. NAV CANADA's comments are independent of the GTAA's comments and any questions regarding them should be directed to their Land Use group at [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

Landuse.Planning@GTAA.com

June 8, 2022

Kelly Henderson  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Kelly:

RE: **Application to Amend the Zoning By-law  
OZS-2022-0023  
Kevin Freeman – Kaneff Group  
210 and 220 Steeles Avenue West  
West of Hurontario St., East of McMurchy Ave S., North of Steeles Ave W.  
City of Brampton (Ward 3)**

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The Peel District School Board has reviewed the above-noted application (64 townhouse units, 1,219 apartment units, totalling 1,283 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

<b>Kindergarten to Grade 5</b>	<b>Grade 6 to Grade 8</b>	<b>Grade 9 to Grade 12</b>
125	42	26

The students generated from this development will attend the following schools:

<b>Public School</b>	<b>School Enrolment</b>	<b>School Capacity</b>	<b>Number of Occupied Portables</b>
Ridgeview P.S. (Kindergarten to Grade 5)	603	784	0
Centennial Sr. P.S. (Grade 6 to Grade 8)	705	855	0
Brampton Centennial S.S. (Grade 9 to Grade 12)	1,450	1,380	3

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
  - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
  - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at [nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com) or 905-890-1010, ext. 2217.

Yours Truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP  
Planner - Development  
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board  
K. Koops, Dufferin-Peel Catholic District School Board (email only)



September 27, 2023

Nicole Hanson  
Planner III  
City of Brampton  
1 Wellington Street  
Brampton, ON L5B 3C1

Dear Nicole,

RE: **Zoning By-law Amendment Application  
Kaneff Group  
210 & 202 Steeles Ave W  
OZS-2022-0023  
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of two residential towers with 1,887 rental units located at the above-noted address. PDSB has the following comments based on its School Accommodation Criteria:

The anticipated student yield from this plan is as follows:

<b>Kindergarten to Grade 5</b>	<b>Grade 6 to 8</b>	<b>Grade 9 to 12</b>
189	81	82

The students generated from this development would reside within the boundaries of the following schools:

<b>Public School</b>	<b>School Enrolment</b>	<b>School Capacity</b>	<b>Number of Occupied Portables</b>
Ridgeview P.S.	581	784	0
Centennial Sr. P.S.	683	855	0
Brampton Centennial S.S.	1,431	1,380	5

Please be advised that the PDSB is aware of additional future growth within the area of this development. Although this particular development will not contribute to neighbourhood school's reaching capacity, the overall number of new developments may result in the need for additional school accommodations in the community.

PDSB requires the following conditions be placed in the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:

- a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
- b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."

3. PDSB requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at [zach.tessaro@peelsb.com](mailto:zach.tessaro@peelsb.com) or 905-890-1010, ext. 2217.

Thank you,

*Zachary Tessaro*

Zach Tessaro, BES  
Planner – Development  
Planning and Accommodation Dept.

- c. K. Koops, Dufferin Peel Catholic District School Board  
S. Blakeman, Peel District School Board



**September 14, 2022**

Ms/Mr. Kelly Henderson  
City of Brampton  
Planning and Building  
Brampton, Ontario

Dear : Kelly Henderson

**Re: 210 & 220 Steeles Avenue West**

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Rogers Reference Number: M224593

Rogers Communications Canada Inc. ("**Rogers**") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

- (1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "**Communications Service Providers**") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.
- (2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.
- (3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.
- (4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at [gtaw.newarea@rci.rogers.com](mailto:gtaw.newarea@rci.rogers.com)

Sincerely,

Anisha George

Coordinator  
[gtaw.newarea@rci.rogers.com](mailto:gtaw.newarea@rci.rogers.com)  
Rogers Communications Canada Inc.  
3573 Wolfedale Rd, Mississauga Ontario