
RESULTS OF CIRCULATION

November 28th, 2024

Nasir Mahmood MCIP, RPP
Development Planner III
Planning, Building and Growth Management
Corporation of the City of Brampton
2 Wellington Street West Brampton, ON L6Y 4R2
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Public Works

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

peelregion.ca

Re: Region of Peel Comments
2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
Corbett Land Strategies
Region File: RZ-23-010B
City File: OZS-2023-0010

Dear Mr. Mahmood,

Region of Peel staff have reviewed the submission materials received on October 8th, 2024, for the above noted re-zoning application for a zoning by-law amendment and official plan amendment to demolish 5 existing buildings to construct four (4)-story stacked townhouses and high-rise mixed use building fronting Bovaird Drive West and Mississauga Road. The lands are located with the Heritage Heights Secondary Plan (Area 52) which was the subject of post-appeal multi-party mediation culminating in a settlement endorsed by the Ontario Land Tribunal (Decision Issued August 21, 2024, OLT Case No. OLT-22-003840).

Kindly note as discussed on several occasions with City staff that the Region of Peel has yet to receive the required updated Infrastructure Servicing Study as agreed upon during mediation and subsequent adoption of Heritage Height Secondary Plan policies; therefore, any comments provided here are high level and preliminary. Without the required Infrastructure Servicing Study, the timeline for phasing and staging is yet to be determined and will rely on achieving key milestones at the southern extent of the Secondary Plan area. The following comments are provided on that basis.

Region of Peel Planning Authority

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

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Therefore, as of July 1, 2024, the current Region of Peel Official Plan shall be implemented by the City of Brampton. Notwithstanding the above, at this time it is anticipated that beyond July 1, 2024, the Region’s mandate will continue to include the provision of hard and soft services to the community, including but not limited to servicing, transportation, waste management, affordable housing, health services, emergency services, etc. To this end the Region will continue to have an interest in community building to ensure the efficient, financially sustainable and effective delivery of infrastructure and services.

Development Services

- The Region acknowledges receipt of the required Zoning By-law Amendment fee of \$4,817.50 on August 1st, 2023.
- As of July 1, 2024, conformity with and implementation of the Region of Peel Official Plan became the responsibility of the City of Brampton. In considering Peel’s interest in affordable housing opportunities, should the City require assistance in interpreting the Regional Official Plan, Regional housing staff are happy to assist.

We require the following outstanding revisions and clarifications to advance the application:

Servicing Connections

- The FSR component of the submitted report, last revised September 30th, 2024, by UrbanTech/ Jeff Ormonde has been deemed satisfactory.
- The FSR review fee has not been paid, the fee has since increased to \$1025, as seen in the below table.
- Any updates or changes to the proposal that may result in demands or flows in the future will have to be circulated to the Region.
- Site must be serviced as per OBC.

Payment Process

- Note to applicant Please ensure all fields are filled out. Prior to reaching out to make payment.
- Please complete the table below with your information and return the completed table to Iwona Frandsen (iwona.frandsen@peelregion.ca) for payment processing (all fields are mandatory).
- We will not be able to accept or process the payment without the completed table.
- Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer’s Name (Individual or Company)	
Payer’s Phone Number	
Payer’s Address (Where the securities will be returned to)	
Payer’s Email Address	

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Company name representing the Payer	
Contact person name from company representing the Payer	
Contact person representing the Payer - email address	
Dollar Amount of Payment	
Region of Peel File Number (C#####)	C603669
Credit Card if Under \$1,000.00 (Yes/No)	\$1,025 FSR fee and \$420.25 1 st sub fee.
For Credit Card – Person to Call	
For Credit Card – Phone Number for the Above Person	

Owner name	
Owner contact person	
Owner address	
Owner contact person phone number	
Owner contact person email	

Transportation Development:

Access/Study Requirements

- The Region is in receipt of a Traffic Impact Study (TIS); please see comments below:
 - An auxiliary right turn lane is warranted for Bovaird Drive access. Please provide a functional design for the right turn lane, storage and taper (TAC standards & charts) lengths are to be included.
 - An auxiliary right turn lane may be required for the Mississauga Road access, trip distribution required for all accesses, did not see in TIS. Please provide page number or copy of the trip distributions.
 - AUTO turn analysis/turning templates for the largest vehicle type turning in and out of the proposed accesses onto Mississauga Road and Bovaird Drive West.
 - Please provide analysis for the following intersections:
 - Bovaird Drive West & Heritage Road
 - Bovaird Drive West & James Potter Road / Creditview Road
 - Mississauga Road & Williams Parkway
 - Mississauga Road & Sandalwood Parkway West
- Brampton Transit approval for the relocation of the bus pad will be required, please send notice of approval to the Region along with new location.
- Based on EA designs of the future widened Mississauga Road and Bovaird Drive intersection, a reverse taper with a roll-over curb for the transition between the auxiliary right turn lane and the bus bay is required for the proposed private access along Bovaird Drive as a future bus bay will be installed closer to the intersection.

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- The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for any and all accesses proposed off a Regional Road. Please include the proposed taper and storage lengths.
- Please be advised that there are ongoing Capital Projects in the vicinity - #10-4040 and #19-4040 and future Capital Projects #24-4030 and #27-4010 (Road Widening) taking place along Mississauga Road and Bovaird Drive West. The Project Manager for these projects is Scott Durdle (scott.durdle@peelregion.ca). Please reach out to the project manager to obtain additional information on the capital project and detailed designs.
 - Site/grading/stormwater plans shall demonstrate clear consideration of/and compatibility with the EA's proposed ultimate roadway cross sections and their proposed finish grade elevations along the new property line, with both Bovaird Drive and Mississauga Road, in accordance with the [roadway EA](#) and recommended [plan and profile](#).
 - A functional design will be required to review the access works along with the site grading and storm water compliance.
- The Region's wastewater group has also initiated a Capital Project - PF-24034 – Heritage Heights Watermain and Sanitary Trunk Sewer – Mississauga Road to Heritage Road, City of Brampton - PROJECT No. 24-1130, 24-2223 & 2022-222vPC01-2b-005 and has identified permanent and temporary easement requirements. The Project Manager for this project is Greg Beams (Greg.Beams@peelregion.ca).
 - Below are the Property Impact Plans for 2036 Bovaird Drive West and 10020 Mississauga Road showing both the identified permanent and temporary easement requirements.

See images on next page



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Site Plan

- All comments provided should be reflected on the site plan, including;
- Centreline of roadways with property dimensions reflected;

Property Requirements

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West), both, which have a right of way of 54 metres, 27 metres from the centreline of the road allowance, within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters;
- The Region requires 15 metre × 15 metre daylight triangles at the intersection of Mississauga Road and Bovaird Drive as well as the intersection of Mississauga Road and the proposed public road (Ad Road);
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West) behind the property line and daylight triangles, except at any approved access point;
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way;
- A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Landscaping/Encroachments

- Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits; and
- 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 of road and access works will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission MUST include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way;
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access

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works along Regional Road 1 (Mississauga Road) and along Regional Road 107 (Bovaird Drive West);

- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
 - Completed [Road Occupancy Permit](#) and a permit fee as per the Region's user fees and charges By-law;
 - Completed [Notice to Commence Work](#);
 - Provide proof of insurance with the Region of Peel added to the [certificate](#) as an additional insured with \$5 million minimum from the Contractor;
 - Please note that any proposed construction within the Region of Peel's right of way is pending PUC approval (minimum six-week process). Please note that PUC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email, and cannot exceed 10MB per email.
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner;

Stormwater Management:

Please note that there are two future capital works projects for Bovaird Drive and Mississauga Road. In accordance with the [roadway EA](#) recommended [plan and profile](#), provide consideration and acknowledgement in your drawings and report that the proposed stormwater management strategy including proposed finish grades along new property line (with both Bovaird Drive and Mississauga Road) are compatible with the EA's proposed ultimate roadway cross sections and their proposed finish grade elevations such that future Peel Region capital projects can proceed without necessitating any future private side grading/easements.

Waste Management:

The Ground Floor Plan A301 submitted are missing the following requirements, which must be verified and/or labelled on the drawings as per the [Waste Collection Design Standards Manual](#):

The Turning Radius from the centre line along the waste collection vehicle access route including the entrance to the collection point areas must be a minimum of 13 metres on all turns. Please confirm this requirement has been met on the Ground Floor Plan.

The collection point areas must show all the bins of the larger stream (Recycling Bins) positioned correctly in both the staging areas for collection. Please have the developer refer to WCDSM Appendix 4: for collection point requirements and correct bin placement.

The collection point areas 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

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pick up) by property management staff. The Region discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection.

However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements.

1. The bins should be properly positioned in the collection area on the day of collection before 7 am.
2. The driver is not required to exit the collection vehicle to facilitate collection.
3. Property management is responsible for moving bins during collection.
4. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
5. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
6. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
7. Property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection.

If jockeying of the bins is required on collection days, please provide the following jockeying notes stated above 1 to 7 on the Ground Floor Plan.

Private waste collection is required for non-residential waste within mixed-use residential buildings. Garbage Rooms that are intended for non-residential waste storage must be shown on the Ground Floor Plan, kept, and arranged separately from residential waste. Please illustrate where the retail waste will be stored on the Ground Floor Plan.

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

Concluding Comments:

Should you have any questions or concerns, please contact me (nicole.capogna@peelregion.ca or 905.791.7800 ext 6330 / dana.jenkins@peelregion.ca or 905.791.7800 ext 4027) at your earliest convenience. Thank you, Nasir.

Regards,



Nicole Capogna
Development Services

On behalf of,

Dana Jenkins

Dana Jenkins

Development Services

cc: John Hardcastle, Manager, Development Services, Region of Peel
Mana Zavalat, Manager, Development Services, City of Brampton
Jonabelle Ceremuga, Corbett Land Strategies

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November 3, 2023

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**RE: Region of Peel Comments
Zoning By-law Amendment
2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
City of Brampton
Glen Rouge Developments Inc.
Regional File: RZ-23-010B
City File: OZS-2023-0010**

Dear Mr. Mahmood,

Region of Peel staff have reviewed the first submission for the above noted Rezoning Application received on July 7th, 2023, to demolish the existing five (5) buildings and redevelop the lands with four (4)-storey stacked townhouses and a high-rise mixed use building fronting Bovaird and Mississauga Road. The proposal includes a total of 1,302 residential units, 238 of which are townhouse dwellings, and 1,064 apartment units, for a total density of 447 units per hectare. We offer the following comments:

General Development Services Comments

- The Region will be party to any future site plan, site servicing, external works, and condominium agreements as appropriate.
- Private Servicing Easements may be required prior to Region of Peel Site Servicing connection approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed.
- There is a regional easement on the property. No unauthorized encroachments will be permitted.
- The applicant is required to provide updated PINS prior to execution of any future agreement.
- The submitted FSR dated November 2022 will have to be updated to reflect latest servicing changes in the area.

Waste Management Requirements

The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0, 4.0 and 5.0 of the Waste Collection Design Standards Manual and the remaining requirements being **met and labelled** on the Architectural Floor Plans and or TIS Drawings.

- Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
- If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.
- Overhead clearance outside of the Collection Point – Outside the Collection Point, a clear height of 4.4 metres from the top of the access road, along the Waste Collection Vehicle access and egress route is required. The clear height of 4.4 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.
- The Turning Radius from the centre line must be a minimum of **13 metres on all turns**. This includes the turning radii to the collection points and entrance and exit of the site. Drawings are showing 12 metres which is does not meet the requirement.
- In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.
- A minimum 18 meter straight head-on approach to the all the Collection Point areas is required.
- The collection point areas must have overhead clearance of 7.5 m with minimum width of 6 m and can hold all waste bins of the larger stream. The Collection Point must also show 10 square meters for the set-out of Bulky Items.
- For the collection point, the concrete pad dimensions must be provided and must extend a minimum of 1.5 metres in length outside the opening of the concealed waste collection point to accommodate the front wheels of the waste collection vehicle. See Appendix 4 of the WCDSM for an illustration of these requirements.
- The proposed waste collection point area is a safety concern for the waste collection vehicle to reverse out of. A flashing warning light system to prevent pedestrian and vehicle traffic from crossing the path of a reversing collection vehicle exiting the collection point areas is required. A convex mirror is also recommended at the collection point area to help assist the driver to safely exit the collection point area.
- Waste Storage Rooms must be large enough for all the required bins. The Waste Storage Rooms must also show 10 square meters for the set-out of Bulky Items. If present, the location of the compactor must be

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shown and labelled. The developer will need to identify the chute system to be used.

- All bins must be shown in the Garbage Room. The number, size, and type (Garbage/ Recyclable Materials) of bins must also be labelled. The calculation showing the required number of front-end bins must also be shown on the drawing. Please refer to WCDSM Appendix 6 Front-End Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations.
- Drop-off points for the stacked townhouses must be convenient for all residents (within 100m walking distance of the furthest unit).
- Please Note: Under the Food and Organic Waste Framework in Ontario statement and the potential that the Region of Peel may have an organics collection program for residential buildings in the future, the Region of Peel is recommending residential buildings install a dedicated chute for organic material. In addition, the Region is recommending the storage area rooms will need to be larger to accommodate future organics bins. The rooms will also need to be well ventilated, equipped with running water and sewer drain for washdown, be well lit, located away from fresh air intakes and have measures for pest control.
- For mixed-use building with non-residential space more than 500 Sq meters within a building, private waste collection is required for non-residential waste. Private waste for the building must be stored and set out separate from residential waste and labeled on a Waste Management Site Plan.

For more information, please consult the Region of Peel Waste Collection Design Standards Manual

available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

WATER SERVICING

An existing 600 /900 mm diameter water main is located on Mississauga Rd
An existing 1200 mm diameter water main is located on Mississauga Rd

There is proposed 300mm diameter along Bovaird Dr

Additional infrastructure is being planned and close to IFC for 21T-21022B subdivision

- Due to the size and function of the 900/1200 mm diameter watermain on Mississauga Rd, connection will not be permitted (Watermain Design Criteria 6.1)
- 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 may 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

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possible (**Highrise buildings**)

- This development proposal requires a water system looped to municipal water, to provide a redundant water supply, as per standard drawing 1-8-2 (**Townhomes**)
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications. If applicable.

SANITARY SEWER SERVICING

An existing 1200mm diameter sanitary sewer is located on Mississauga Road

- This site does not have frontage on an existing municipal sanitary sewer.
- Due to the size and function and depth of the 1200 mm diameter sanitary sewer on Mississauga Rd, connection will not be permitted (Peel Linear Wastewater Standards 5.1.2)
- 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.
- The engineering submission shall be submitted prior to site plan approval.

REGIONAL ROADS AND STORM WATER REQUIREMENTS

- The Region of Peel has a Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA # 009-S701), for the Regional Municipality of Peel Stormwater Management System. Therefore, it is the Region's mandate that no external flows are permitted, that outflow is discouraged during development or redevelopment of lands with existing drainage towards Region's ROW, and that no new connections are made to Regional Roads. To view the Region's CLI ECA please go to this link: <https://peelregion.ca/public-works/design-standards/pdf/cli-ca-swm-criteria.pdf>
- Development flows are to be directed to the Local Municipality's storm sewer system or watercourses, to the satisfaction of the Local Municipality, the Region of Peel, the local Conservation Authority and all other concerned departments and agencies. Where a storm connection to the Region's system is demonstrated as the only feasible outlet, the appropriate stormwater management criteria must be implemented on external lands to the Region's satisfaction.
- The Region will require a satisfactory Stormwater Management Report prior to Site Plan Approval
- The Storm Water Management report shall adhere to the Region's report criteria found on-line at <https://peelregion.ca/public-works/design-standards/pdf/stormwater-management-report-requirements-december-2022.pdf>
- Prior to Site Plan approval, Grading and Drainage drawings are required for Review by Servicing Connections
- 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

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- A copy of the draft reference plan satisfactory to Traffic and Legal will be required prior to site plan approval, if applicable.
- We have received the SWMR dated 2022-12-01 and prepared by Urbantech/ Scott Riemer, P. Eng The Report will be reviewed and preliminary comments will be provided
- Please be advised that the Stormwater Management plan for the development proposes a connection to Regional storm sewer and/or additional drainage to the Region of Peel road allowance. As this is not in compliance with Region of Peel standards and the Region's current CLI ECA, additional time will be required for review of a nonstandard proposal and to allow for collaboration with our Transportation division. To reduce the review timeframe, the consultant is encouraged to revise the proposal to meet Region of Peel standards and resubmit the report. Please advise the Region if there will be a resubmission, the non-refundable Stormwater Management Report Review Fee of \$1500 is required as per the current Fees By-law, prior to SP approval.

FUNCTIONAL SERVICING REVIEW REQUIREMENTS

- A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval.
- Please refer to the Region's Functional Servicing Report Criteria within the Functional Servicing and Stormwater Management Report document found on-line
- We have received the FSR dated 2022-12-01 and prepared by Urbantech/ Scott Riemer, P. Eng The Report is complete and will be sent for modelling the non-refundable Functional Servicing Report/Demand Table Review Fee of \$1000 is required as per the current Fees By-law, prior to OZ/RZ approval.

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.
- The 1st submission fee as per the latest fee by-law is 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.
- As the proposed connection is within an easement and on private property, evidence of Permission/Authorization to enter will be required following site servicing connection approval and with the Notice to Commence work documentation to address construction and inspection on private property.
- All Servicing and Grading drawings shall reflect the Region's road's widening requirements, if applicable.
- The Region will not accept property line chambers and maintenance holes within foundation walls 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 Regional preliminary acceptance of the municipal servicing connections is required prior to the City of Brampton issuing full building permit.

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- Satisfactory engineering submission for external works project 21T-21022Bis required prior to Regional site servicing connection approval.
- 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/>
- If you require assistance in addition to the information found in EPAL, please contact Records at PWServiceRequests@peelregion.ca

PAYMENT PROCESS

Note to the applicant:

Please ensure all fields are filled out prior to reaching out to make payment.

Please complete the table below with your information and return the completed table for payment processing (all fields are mandatory).

We will not be able to accept or process the payment without the completed table.

Once the Servicing Connections receives confirmation that the funds have been successfully transferred to the Region of Peel, a receipt will be issued to the payer via email.

Payer's Name (Individual or Company)	
Payer's Phone Number	
Payer's Address (Where the securities will be returned to)	
Payer's Email Address	
Company name representing the Payer	
Contact person name from company representing the Payer	
Contact person representing the Payer - email address	
Dollar Amount of Payment	
Region of Peel File Number (C#####)	C603669
Credit Card if Under \$1,000.00 (Yes/No)	1500\$ SWM fee/1000\$ FSR fee and 420.25\$ 1 st sub fee.
For Credit Card – Person to Call	
For Credit Card – Phone Number for the Above Person	
Owner name	
Owner contact person	
Owner address	

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Owner contact person phone number	
Owner contact person email	

GENERAL SERVICING COMMENTS

- All our design criteria, standards, specifications, procedures and report and submission requirements are found on-line at <https://www.peelregion.ca/public-works/design-standards/#procedures>
- Please refer to Section 3 of our Site Plan Procedure document found on-line.
- Please refer and adhere to the Regional by-laws that are applicable to your proposal, such as but not limited to the Water, Wastewater and Backflow Prevention by-laws <https://www.peelregion.ca/council/bylaws/archive.asp>
- Please refer to 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.
- Should the tenure change to multiple ownerships/condominium/phases, please notify us if the servicing drawings are revised to reflect the Local Municipality's Requirements for the Ontario Building Code. We may have additional comments and requirements.

Housing Comments

[Table 4](#) of the Peel 2051 Regional Official Plan identifies new 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, Regional policies require applicants to submit a housing assessment that is consistent with local and Regional housing objectives and demonstrates contributions towards the housing targets. It is acknowledged that the applicant included housing analysis within the planning justification report.

Affordability: It is greatly appreciated that the applicant has committed to contributing 5 per cent of the apartment units as per CMHC's definition on affordable housing (housing that costs less than 30% of a household's before-tax income). This contribution responds to Brampton Official Plan policy section [\ 4.2.5](#) and SPA 52 Heritage Heights [\ 6.2.2](#) and [\ 11.1](#). It is acknowledged that the applicant notes that market conditions make it impossible to estimate unit price ranges. In a future submission, once more information is known, the applicant can provide information on pricing (sale price, average rent) and affordability period (i.e., 25 years or more) of units.

It is appreciated that the applicant has met with Region of Peel staff to explore options for an affordable housing contribution. Should the applicant require more information about options (e.g., donation of land/units, etc.) identified in the Planning and Justification Report, Regional staff would be pleased to meet with the applicant and the City as needed to provide any further information and support.

Density: It is appreciated that the applicant has demonstrated a contribution towards the density target by proposing a mixed-use development that contains apartment and some townhome units that provide units of various sizes and housing options to create a more

Public Works

complete community. While it is appreciated that there are one-bedroom plus den and two bedrooms in the proposed unit mix, there are currently no three bedroom apartment units as part of this development. The applicant is encouraged to explore opportunities to include an appropriate number of three-bedroom apartment units, where feasible, 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 acknowledged that a condominium type is being contemplated for this development. Staff request clarification on whether a form of rental is still being contemplated for the affordable housing contribution as part of the development. If so, the applicant is encouraged to explore all available funding sources to support affordable rental housing, such as the [\ Peel Affordable Rental Incentives Program](#) (which has an open call for applications) , the [\ Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative](#) and [\ Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund](#) . Where purpose-built rental units are not possible, the applicant is encouraged to explore opportunities for affordable condominium rental.

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

This application is located within an area that is a priority community for child care expansion. The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre within the proposed development, such as in ground-floor retail, indoor amenity, podium, and other mixed-use spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.

Regional staff look forward to continue working with the applicant to review options for an affordable housing contribution.

Feel free to contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca if you have any questions.

Public Health Comments

Through Section 7.5 of Regional Official Plan, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential 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.

A key policy is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City of Brampton Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.

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The development received a score of 75 which is a silver rating. The development is on the path to contributing to a healthy community.

Recommendations:

- A minimum sidewalk width of 1.5m should be provided throughout the site.
- Encourage minimum traffic lane width to provide additional space for active forms of transportation such as biking and walking.
- Explore preferential parking for carpool and/or carshare vehicles.
- If feasible, consider shared parking between different uses operating at different times of the day.
- Recommend short term (visitor) bicycle parking near building entrance and secure (long term) bicycle parking for residents.
- Give consideration to age friendly development design guidelines when designing spaces for multi-generational use.
- A pedestrian connection from the building entrance to public transit stop along Bovaird Drive or Mississauga Road is recommended.

Transportation Development Comments

There appears to be a discrepancy in the location of the proposed public road (Ad Road) between this proposal and the City of Brampton Heritage Heights Secondary Plan (Secondary Plan 52) which appears to show the road further to the north. Kindly confirm the location with the appropriate City staff.

Access/Study Requirements

- The Region is in receipt of a Traffic Impact Study (TIS); comments will be provided under a separate cover.
- Based on EA designs of the future widened Mississauga Road and Bovaird Drive intersection, a reverse taper with a roll-over curb for the transition between the auxiliary right turn lane and the bus bay is required for the proposed private access along Bovaird Drive as a future bus bay will be installed closer to the intersection.
- The Region requests that a functional design be included as part of the next submission which addresses auxiliary turn lane requirements and geometrics for any and all accesses proposed off a Regional Road. Please include the proposed taper and storage lengths.
- Please be advised that there are on-going road widening Capital Projects #10-4040 and #19-4040 taking place along Mississauga Road and Bovaird Drive West.
- The Project Manager for these projects is Scott Durdle (scott.durdle@peelregion.ca).
- Please reach out to the project manager to obtain additional information on the capital project and detailed designs.

Property Requirements

- The Region requests the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West), both which has a right of way of 54 metres, 27 metres from the centreline of the road allowance, within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters.

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- The Region requires 15 metre × 15 metre daylight triangles at the intersection of Mississauga Road and Bovaird Drive West (Northwestern corner) as well as the intersection of Mississauga Road and the proposed public road (Ad Road);
- The Region will require the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West) behind the property line and daylight triangles, except at any approved access point.
- The applicant is required to gratuitously dedicate these lands to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way; and
- A draft reference plan will be required for our review and approval prior to the plans being deposited. All costs associated with preparation of plans and the transfer of the lands will be solely at the expense of the applicant.

Landscaping/Encroachments

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

Engineering Requirements

- A detailed engineering submission of road and access works will be required for our review and comment, designed, stamped, and signed by a Licensed Ontario Professional Engineer. The engineering submission **MUST** include the removals, new construction and grading, typical sections and pavement markings and signing drawings. All works within Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and Development Procedures Manual" and "Material Specifications and Standard Drawings Manual";
- The Owner shall submit to the Region a detailed cost estimate, stamped and signed by a Licensed Ontario Professional Engineer, of the proposed road and access works within the Regional right of way.
- Securities shall be submitted in the form of either a letter of credit or certified cheque, in the amount of 100% of the approved estimated cost of road and access works along Regional Road 1 (Mississauga Road) and Regional Road 107 (Bovaird Drive West);
- A 10.8% engineering and inspection fee shall be paid to the Region based on the approved estimated cost of road and access works (minimum \$1,724.41);
- The Owner will be required to submit the following prior to commencement of works within the Region's right-of-way:
 - Completed [Road Occupancy Permit](#) and a permit fee as per the Region's user fees and charges By-law;
 - Completed [Notice to Commence Work](#) ;
 - Provide proof of insurance with the Region of Peel added to the [certificate](#) as an additional insured with \$5 million minimum from the Contractor;
 - Please note that any proposed construction within the Region of Peel's right of way is pending PUC approval (minimum six-week process). Please note that PUC circulation requirements have recently changed. We require PDF version of the full drawing set it is to be sent via email and cannot exceed 10MB per email.

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

If you have any questions or concerns, please contact me at dana.jenkins@peelregion.ca or 905.791.7800 x 4027 at your earliest convenience. Thank you, Nasir.

Regards,

Dana Jenkins

Dana Jenkins
Development Services
Region of Peel Public Works

Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

July 10, 2023

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n: Nasir Mahmood

Re: Notice of Application and Request for Comments – 2036 Bovaird Drive & 10020, 10024, 10042, 10054 Mississauga Road
COB File: OZS-2023-0010

Dear Nasir,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 52 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Supervisor, Distribution Design – ICI & Layouts
Alectra Utilities

July 13, 2023

Nasir Mahmood
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Nasir:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
2036 Bovaird Drive, 10020, 10024, 10042 and 10054 Mississauga Road
Northwest corner of Bovaird Dr and Mississauga Rd
File: OZS 2023-0010
City of Brampton – Ward 6**

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 238 townhouse and 1064 apartment units for a total of 1302 residential units, which are anticipated to yield:

- 100 Junior Kindergarten to Grade 8 Students; and
- 49 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	St. Jacinta Marto	308	504	0
Secondary School	St. Augustine	935	1320	3

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

1. That the applicant shall agree to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

2. 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)



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

July 13, 2023

Nasir Mahmood
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Nasir,

Re: Zoning By-Law Amendment
Glen Rouge Developments Inc
2036 Bovaird Drive & 10020-10054 Mississauga Road
City of Brampton
File No.: OZS-2023-0010

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Willie Cornelio'.

Willie Cornelio CET
Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.



Aug 02,2023

Ms/Mr. Shawntelle Trdoslavic
Planning Department
City of **Brampton**,
Ontario

Re:

Rogers Reference #: M23AX69A01

Dear Shawntelle Trdoslavic:

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Brampton. We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario