

Dela Pena, Samantha

From: David Tsai <David.Tsai@metrolinx.com>
Sent: 2025/02/25 2:48 PM
To: Dela Pena, Samantha
Subject: RE: [EXTERNAL]RE: Request for Comments: [OZS-2024-0001] Revision 1 - DUE:JAN/09

Hi Samantha,

Thank you for reaching out.

Our intake staff may have missed this Reliance Letter when they downloaded the files. Given that the updated traffic data will be reviewed at the time of detailed design, our comment #3 remains applicable and can be addressed at the site plan stage. We have no objections to the application proceeding with ZBLA/OPA approval.

If you require anything further, please let me know.

Kind regards,

David
David Tsai, MCIP, RPP
Project Manager, Third Party Projects Review, Heavy Rail (GO)
Real Estate and Development
Metrolinx
20 Bay Street – Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-706-5261



From: Dela Pena, Samantha <Samantha.DeLaPena@brampton.ca>
Sent: February 24, 2025 2:17 PM
To: David Tsai <David.Tsai@metrolinx.com>
Subject: RE: [EXTERNAL]RE: Request for Comments: [OZS-2024-0001] Revision 1 - DUE:JAN/09

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Hi David,

I hope all is well and that you had a great weekend!

I just had a question regarding comment #3 re Noise and Vibration Study in your comment report (see below):

Appendix A: Metrolinx Comments and Propon

Item	Metrolinx ZBLA Submission 2 Comments (Jan 9, 2025)
Rail Safety	
1.	As CN Rail is the owner of the adjacent railway corridor, they are the authority to provide commentary on matters related to rail safety. Metrolinx suggests that CN Rail is circulated application for review.
2.	It should be noted that the appropriate rail safety setback requirements shall be followed. Metrolinx defers to CN Rail for further comments on this matter.
Noise and Vibration	
3.	Metrolinx recommends that a noise and vibration study, prepared by a qualified consultant submitted for review. The latest track volume data required to prepare the aforementioned can be obtained by contacting Metrolinx at raildatarequests@metrolinx.com.
Agreements	

I just wanted to flag that the attached Noise Study was submitted as part of this rezoning application. Please kindly confirm if there are any outstanding comments to be addressed for the Noise Study.

I also wanted to confirm that, at this time, Metrolinx has no objections to the development application proceeding with an Official Plan and Zoning By-law Amendment – Metrolinx will still be continued to be circulated on the future site plan application.

Thanks kindly,
Sam

Samantha Dela Pena

Planner III
Planning, Building and Growth Management
City of Brampton
2 Wellington Street West | Brampton, ON | L6Y 4R2
samantha.delapena@brampton.ca



Our Focus Is People

From: David Tsai <David.Tsai@metrolinx.com>
Sent: 2025/01/09 3:32 PM
To: Dela Pena, Samantha <Samantha.DeLaPena@brampton.ca>
Cc: Planningcomments <Planningcomments@brampton.ca>; Lawrence, Marsha <Marsha.Lawrence@brampton.ca>
Subject: [EXTERNAL]RE: Request for Comments: [OZS-2024-0001] Revision 1 - DUE:JAN/09

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

Good afternoon Samantha,

Thank you for circulating Metrolinx TPPR for review. Please find attached our comment memo in response to the subject development. A Word copy of the memo is also attached for the proponent to provide their responses.

If you have any questions or concerns, please do not hesitate to contact me.

Kind regards,

David

David Tsai, MCIP, RPP
Project Manager, Third Party Projects Review, Heavy Rail (GO)
Real Estate and Development
Metrolinx
20 Bay Street – Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-706-5261



From: Lawrence, Marsha <Marsha.Lawrence@brampton.ca>
Sent: Monday, December 23, 2024 2:07 PM
To: zgz-planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; dana.jenkins <dana.jenkins@peelregion.ca>; McVittie, Stephanie <stephanie.mcvittie@peelregion.ca>; development.coordinator <development.coordinator@metrolinx.com>; Proximity <proximity@cn.ca>
Cc: Planningcomments <Planningcomments@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Dela Pena, Samantha <Samantha.DeLaPena@brampton.ca>
Subject: Request for Comments: [OZS-2024-0001] Revision 1 - DUE:JAN/09

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Good afternoon,

Revision 1 for **55, 57, 59, 61, 63 and 65 Park Street** with the assigned file number of **OZS-2024-0001** have been submitted to the City of Brampton and the applicant submitted materials are available on [BramPlan Online](#) for your review.

Please submit your comments to both our general inbox at planningcomments@brampton.ca and the assigned planner **Samantha DelaPena** by **January 9, 2025**.

If you have any concerns please contact Samantha at Samantha.DelaPena@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.

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

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

Thanks,

Marsha Lawrence

Development Services Clerk

Planning, Building and Growth Management

City of Brampton | 2 Wellington Street West | L6Y 4R2 | City Hall

E: Marsha.Lawrence@brampton.ca | T: 905.874.3546 | W: www.brampton.ca

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To: Samantha Delapena, Development Planner, City of Brampton
From: David Tsai, Project Manager
Adjacent Development
Third Party Projects Review - GO (Heavy Rail)
Metrolinx
Date: January 9, 2025
Re: **City of Brampton - 55, 57, 59, 61 63, and 65 Park Street (OZS-2024-0001) - Metrolinx Zoning By-law Amendment Application Submission 2 Response**

Metrolinx has reviewed the second submission of the Zoning By-law Amendment Application for 55-65 Park Street, Brampton. It is our understanding that the subject development proposes a 30-storey apartment building with 240 residential units.

The subject site is located south of and non-adjacent to the Canadian National Railway (CN Rail) Corridor, Halton Subdivision, to which Metrolinx operates the Kitchener GO Service.

Please note that our previous comments dated March 1, 2024, remain applicable and have been summarized and updated below. Please refer to Appendix A for detailed Metrolinx comments that will need to be addressed as part of the application review. Responses to each comment should be provided in the next submission to demonstrate how they have been addressed.

Should you have any questions or concerns, please do not hesitate to contact me.

Best regards,

David Tsai, Project Manager
Adjacent Development
Third Party Projects Review - GO (Heavy Rail)
Metrolinx
20 Bay Street Suite 600, Toronto

Appendix A: Metrolinx Comments and Proponent Responses

Item	Metrolinx ZBLA Submission 2 Comments (Jan 9, 2025)	Proponent/Consultant Response
Rail Safety		
1.	As CN Rail is the owner of the adjacent railway corridor, they are the authority to provide commentary on matters related to rail safety. Metrolinx suggests that CN Rail is circulated the application for review.	
2.	It should be noted that the appropriate rail safety setback requirements shall be followed. Metrolinx defers to CN Rail for further comments on this matter.	
Noise and Vibration		
3.	Metrolinx recommends that a noise and vibration study, prepared by a qualified consultant be submitted for review. The latest track volume data required to prepare the aforementioned study can be obtained by contacting Metrolinx at raildatarequests@metrolinx.com.	
Agreements		
4.	<p>The Proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor;</p> <p>Warning: Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.</p>	

5.	The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact David.Tsai@metrolinx.com with any questions and to initiate the registration process at their earliest convenience. Wording of the easement is included below and registration of the easement will be required prior to clearance of Site Plan Approval. (It should be noted that the registration process can take up to 6 weeks).	
6.	The Owner shall be responsible for all costs for the preparation and registration of agreements/undertakings/easements/warning clauses as determined appropriate by Metrolinx, to the satisfaction of Metrolinx.	



Form of Easement

WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the "**Easement Lands**").

IN CONSIDERATION OF the sum of TWO DOLLARS (\$2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night (provided that doing so is not contrary to law applicable to Metrolinx) with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations.

THIS Easement and all rights and obligations arising from the above easement shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of a party hereto, if such party comprises more than one person, shall be joint and several.

Easement in gross.

To: Samantha Delapena, Development Planner, City of Brampton

From: David Tsai, Project Manager
Adjacent Development – GO (Heavy Rail)
Third Party Project Review
Metrolinx

Date: March 1, 2024

Re: 55, 57, 59, 61, 63 and 65 Park Street, City of Brampton – Official Plan and Zoning By-law Amendment Comments

1. Overview

Metrolinx is in receipt of the above-noted Official Plan and Zoning By-law Amendment application for 55-65 Park Street. I note that the application proposes a 30-storey apartment building with 240 residential units. The subject site is non-adjacent to the Canadian National Railway (CN Rail) Corridor, Halton Subdivision, to which Metrolinx operates the Kitchener GO Service.

2. Metrolinx GO Heavy Rail Comments

Metrolinx has reviewed the circulation documents for **55-65 Park Street, City of Brampton**. Our comments on the Application are noted below:

- a. The subject property is located within 300 metres of Canadian National Railway's Halton Subdivision, which carries Metrolinx's Kitchener GO Train Service;
- b. As CN Rail is the owner of the adjacent railway corridor, they are the authority to provide commentary on matters related to rail safety. Metrolinx suggests that CN Rail is circulated the application for review; and,
- c. Metrolinx recommends that a noise and vibration study, prepared by a qualified consultant be submitted for review. The latest track volume data required to prepare the aforementioned study can be obtained by contacting Metrolinx at raildatarequests@metrolinx.com.

3. Agreements – GO Heavy Rail

Metrolinx notes that the applicant may be required to enter into the below agreements. Templates of these agreements will be sent directly to the applicant. The Proponent may contact david.tsai@metrolinx.com to initiate this process at their earliest convenience.

- a. The Proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor;
 - o **Warning:** Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.
- b. The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact David.Tsai@metrolinx.com with any questions and to initiate the registration process at their earliest convenience. Wording of the easement is included below and registration of the easement will be required prior to clearance of Site Plan Approval. (It should be noted that the registration process can take up to 6 weeks); and,
- c. The Owner shall be responsible for all costs for the preparation and registration of agreements/undertakings/easements/warning clauses as determined appropriate by Metrolinx, to the satisfaction of Metrolinx.

Should you have any questions or concerns, please do not hesitate to contact me.

Best regards,

David Tsai, Project Manager
Adjacent Development – GO (Heavy Rail)
Third Party Project Review
Metrolinx
20 Bay Street Suite 600, Toronto

Form of Easement

WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the “**Easement Lands**”).

IN CONSIDERATION OF the sum of TWO DOLLARS (\$2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night (provided that doing so is not contrary to law applicable to Metrolinx) with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations.

THIS Easement and all rights and obligations arising from the above easement shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of a party hereto, if such party comprises more than one person, shall be joint and several.

Easement in gross.

February 4th, 2025

Samantha DelaPena
City of Brampton
2 Wellington Street West Brampton
ON, L6Y 4R2
samantha.delapena@bramptonca

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**RE: Region of Peel Comments
Official Plan and Zoning By-law Amendment
55, 57, 59, 61, 63 and 65 Park Street
City File: OZS-2024-0001
Regional File: OZ-24-001B**

Dear Samantha,

Regional staff have reviewed the 2nd submission materials received December 23rd, 2024, proposing amendments to permit a residential intensification proposal consisting of a 30-storey apartment building with 240 residential apartment units. We offer the following comments:

Hosing Recommendations

- The following housing comments are provided to address the needs identified in the Peel Housing and Homelessness Plan and the Regional Housing Strategy:
- **Affordability:** It is understood that potential to include affordable housing units will be considered at a future phase of the project. the definition of 'affordable housing' is outlined in the [\ Glossary](#) section of the Peel 2051 Regional Official Plan and the [\ Provincial Planning Statement 2024](#).
- **Rental:** It is greatly appreciated that the proposed development is considering opportunities for secondary rental units.
- The applicant is encouraged to incorporate universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community need to support aging in place, age-friendly healthy built environment, multi-generational households, and [core housing need](#).

Waste Management Comments

- The applicant's Waste Management Plan and Traffic Impact Study indicate that the Waste Collection Vehicle must reverse onto Park Street to exit the development. Please note that, due to safety reasons, this approach does not comply with the requirements outlined in the [waste-collection-design-standards-manual.pdf \(peelregion.ca\)](#) (WCDSM).
- As per the Section 2 of the WCDSM:

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Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

Access	<p>The Waste Collection Vehicle is not permitted to:</p> <ul style="list-style-type: none"> • reverse in excess of 15 metres; • turn while reversing; or • reverse onto a municipal roadway.
---------------	---

- The applicant will need to provide a Waste Management Plan that complies with the remaining WCDSM requirements:
- **Collection Vehicle Access:**
 - The collection vehicle access route throughout the sites must be shown on the Waste Management Plan.
 - 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.
 - Internal roadways must be constructed of a hard surface material, such as asphalt, concrete 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, or transformer cover) 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.
 - The collection vehicle internal access route roadway must be designed to have a minimum width of 6 meters.
 - Turning Radius: The turning radius from the centerline of the waste collection vehicle access route must be a minimum of 13 meters on all turns.
 - For complete collection vehicle access route requirements, refer to section 2.0 of the WCDSM.
- **Safety Measures for Reversing Vehicles:**
 - If the waste collection vehicle must reverse onto oncoming internal traffic when exiting the collection point area, a stop signs with a flashing warning light system that can be controlled by onsite staff is required to prevent pedestrian and vehicle traffic from crossing the path of a reversing collection vehicle.
 - A convex mirror is also recommended to assist the driver in reversing at the collection point area.
 - Please see Appendices 13 and 14 of the WCDSM for sample drawings of the requirements.
- **Collection Point Area(s):**
 - If the Waste Collection Vehicle must reverse onto oncoming traffic exiting the collection point, a prevent pedestrian and vehicle traffic from crossing the path of a reversing collection vehicle exiting the collection point area.
 - 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 Collection Point is required.
 - 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.
 - A Collection Point: solid level (+/- 2%) concrete pad is required. The concrete pad

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10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

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- must extend a minimum of 1.5 metres in length outside of the concealed collection point to accommodate the front wheels of the waste collection vehicle.
- The Collection Point must also show 10 square meters for the set-out of Bulky Items.
- The drawing must show the 5 Waste bins in the collection area. Please refer to WCDSM Appendix 4: for bin placement.
- The collection area should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection. Please see Appendix 4 for indoor waste collection point specifications.
- 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. 1.The bins should be properly positioned in the collection area on the day of collection before 7 am.
 2. 2.The driver is not required to exit the collection vehicle to facilitate collection.
 3. 3.Property management is responsible for moving bins during collection.
 4. 4.The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
 5. 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. 6.Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
 7. 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 is required, the applicant will need to add the following jockeying notes 1 to 7 stated above on the development's Waste Management Plan.
- (Please refer to Appendix 14: of the waste-collection-design-standards-manual.pdf (peelregion.ca), which includes sample drawings of the requirements outlined above.)

Servicing Requirements

- Please see modelling comments for the FSR (revision 2) prepared by EXP dated September 19, 2024, below:
- *Water:*
 - Based on the figures provided:
 - Requested Population: 648
 - Water Demand (L/c/d): 280
 - Requested Water Demand (MDD L/s): 4.2
 - Requested Fire Flow (L/s): 267
- **No Hydrant Flow Test was provided**-although Program Planning has no objections to the proposed water demands and connection to the existing 150mm watermain along Park St at this time, **a Hydrant Flow Test is required to confirm model results and capacity for water servicing.**
- *Wastewater:*
 - Based on the Figures provided:
 - Peak WWF (L/s): 8.29 L/s
 - The wastewater model indicates minor constraints that will be alleviated once the planned infrastructure is in place (design phase in 2025, with construction

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10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

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- o beginning in 2026).
- o Requested Population: 648
- *The generation rates are based on the criteria:*
 - o Sanitary demand rate of 280 L/c/d
 - o Infiltration allowance of 0.28 L/s/ha
 - o Peaking factor based on the Harmon Equation.
- *The consultant provided the following wastewater demand values:*
 - o Area: 0.26 Ha
 - o Peak WWF: 8.29 L/s
- Infrastructure Planning has no objections to the proposed wastewater flows (provided below) and the connection to the 200 mm diameter sanitary sewer along Park Street at this time.

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 me or my colleague at nicole.capogna@peelregion.ca or 905.791.7800 x 6330 / dana.jenkins@peelregion.ca or 905.791.7800 x 4027.

Thank you,



Nicole Capogna
Junior Planner
Planning and Development Services
Region of Peel

On Behalf of

Dana Jenkins

Dana Jenkins
Principal Planner
Planning and Development Services
Region of Peel

CC: Maurizio Rogato, Principal, Blackthorn Development Corp.
Mitral T. Kissoon, Daneshwar Kissoon & Sugrim Enterprises Inc.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

June 28, 2024

Samantha Dela Pena
Development Planner
Planning, Building and Economic Development
Corporation of the City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
samantha.delapena@brampton.ca

**RE: Region of Peel Comments
 Official Plan and Zoning By-law Amendment Application
 55, 57, 59, 61, 63 & 65 Park Street.
 Blackthorn Development Corporation
 Region File: OZ-24-001B
 City File: OZS-2024-0001**

Dear Ms. Dela Pena,

Region of Peel staff have reviewed the initial submission for the Official Plan and Zoning By-law Amendment application received on February 9th, 2024, proposing amendments to permit a residential intensification proposal consisting of a 30-storey apartment building with 240 residential apartment units. We offer the following comments:

Development Services

There do not appear to be any Regional easements on the subject property.

The Region may be party to any future site plan, servicing or condominium water servicing agreement (CWSA) as required.

Applicable agreement fees will be required prior to execution of the agreement by the Region.

Waste Management Requirements

The TIS for this development includes a proposal for Curbside Collection, which unfortunately is not allowed for this type of development. Instead, the developer is required to provide a Collection Point Area within the development that can accommodate 4 4-yard front-bins for waste collection.

This Collection Point Area must also comply with the following Waste Collection Design Standard Manual requirements:

- The collection vehicles internal access route across the site must be clearly demonstrated on the Waste Management Plan or Site Plan.
- 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 along the waste collection vehicle access route must be a minimum of 13 metres on all turns.

- Internal roadways must be constructed of a hard surface material, such as asphalt, concrete and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
- The collection point area should have a minimum overhead clearance of 7.5 meters, along with an 18-meter straight head-on approach, a 6-meter width opening, and the capacity to accommodate all waste bins of the larger stream. Additionally, the collection point area must allocate 10 square meters for the disposal of bulky items. A Collection Point: solid level (+/- 2%) concrete pad is required.
- 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.
- In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres. Waste collection vehicles are not permitted to reverse onto a municipal roadway to exit the site.

Perhaps the applicant developer could consider a temporary Collection Point Area for the development along the Northeast Corner of the site. If the applicant wishes to consider this, a meeting can be arranged to explore this option further.

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>.

Servicing Connections Requirements

The Functional Servicing Report (FSR) has been forwarded to Program Planning for modelling. The results will be forwarded upon receipt.

Servicing review fees remain outstanding (FSR review and First submission fee). Please remit payment per the process noted below.

Site Servicing drawings will be assigned and reviewed at the Site Plan Stage.

Payment Process

- Please be advised that the 2024 Fees by-law update will include an increase in some Engineering Fees. All fees may be subject to change on annual basis pending Council approval.
- Please complete the table below with your information and provide the completed table below to Finance at Alexandra.maria@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)	

Public Works

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

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	\$1,455.76 (1st sub & FSR fees)
Region of Peel File Number (C#####)	C603429
Credit Card if Under \$1,500.00 (Yes/No)	
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	

Public Health Recommendations

The development scored 50 points which is a Bronze level. The development is on the path to contributing to a sustainable community.

The following are recommended:

- 2m wide sidewalks for this high-density development
- Landscaped walkways with pedestrian scaled lighting (up to 4.6m in height)
- A reduction in parking due to the proximity of the Brampton Go Station
- Unbundled parking from residential units by selling or leasing them separately
- Age friendly development design guidelines when designing spaces for multi-generational use

Housing Comments

It is acknowledged that the applicant has included a planning justification report including a housing assessment in the submission. It is appreciated that the applicant has demonstrated a strong contribution towards the density target through the inclusion of condominium and townhouse units, and provision of a mix of two-bedroom, two-bedroom plus den, and three-bedroom units, as well as dedicated barrier-free units.

Affordability: It is understood that no affordable units have been proposed. The proposed development 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. To contribute to the Peel-wide affordable housing target and to address Brampton Official Plan (2006) policy section [4.2.5](#), as well as the latest Brampton Plan (2024) policy sections [3.3.1.2](#), [3.3.1.6](#), [3.3.1.10](#) and [3.3.1.21](#) the

Public Works

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Tel: 905-791-7800 www.peelregion.ca

applicant is encouraged to provide units at prices which are affordable to low- or moderate-income households in accordance with Policy [5.2.5](#) of the Downtown Brampton Secondary Plan.

Rental: It is appreciated that the proposed development is proposing a contribution towards the rental housing target through the opportunity for secondary rental units in 28% of the proposed units. 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](#).

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.

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

Regards,

DANA

Dana Jenkins, MCIP, RPP
Principal Planner
Development Services

cc: John Hardcastle, Manager, Development Services, Region of Peel
Maurizio Rogato, Principal, Blackthorn Development Corporation

Public Works

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

Dela Pena, Samantha

From: Proximity <proximity@cn.ca>
Sent: 2024/02/20 6:50 PM
To: Dela Pena, Samantha
Subject: [EXTERNAL]2024-02-20_CN Comments_65 Park Street_Brampton_[OZS-2024-0001]
Notice of Application and Request for Comments DUE: MAR 1/2024
Attachments: OZS-2024-0001 - EXTERNAL CIRCULATION MEMO.doc

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

Hello Samantha,

Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is located approximately at 50 meters to CN's Main Line. Following a review of the Comment Response Matrix, we noticed that the rail way corridor located North of the subject site is noted as no longer belonging to CN Rail, which is not correct. CN has concerns of developing/densifying residential uses in proximity to railway operations. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area. Please refer to CN's guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual application approval:

1. The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, CN may consider other measures recommended by an approved Noise Consultant.
2. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 meters of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
3. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

4. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the Noise and Vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

5. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
6. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN will conduct a peer review of the N&V study prepared by HGC Engineering dated April 8, 2022 and will provide the municipality with our feedback shortly.

Thank you

CN Proximity

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: Friday, February 9, 2024 2:39 PM

To: ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; suzanne.blakeman@peelsb.com; Gooding, Nick <Nick.gooding@peelsb.com>; Sousa, Phillip <phillip.sousa@peelsb.com>; Tessaro, Zach <zach.tessaro@peelsb.com>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; peelplan@trca.ca; Jason.Wagler@trca.ca; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>; Proximity <proximity@cn.ca>; development.coordinator@metrolinx.com; christopher.fearon@canadapost.ca; RAI, Nirmaljit <nirmaljit.rai@canadapost.postescanada.ca>; TALUSAN, Nikki <Nikki.Talusan@canadapost.postescanada.ca>; Henry Gamboa <henry.gamboa@electrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@electrautilities.com>; Dave A. Robinson <DaveA.Robinson@electrautilities.com>; max.watters@electrautilities.com; Dennis De Rango <landuseplanning@hydroone.com>; Municipal Planning <municipalplanning@enbridge.com>; CA - Circulations <CA.Circulations@wsp.com>; gtaw.newarea@rci.rogers.com

Cc: Dela Pena, Samantha <Samantha.DeLaPena@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>; Gravlev, Charlotte <Charlotte.Gravlev@brampton.ca>

Subject: [OZS-2024-0001] Notice of Application and Request for Comments DUE: MAR 1/2024

CAUTION: This email originated from outside CN: DO NOT click links or open attachments unless you recognize the sender AND KNOW the content is safe.

AVERTISSEMENT : ce courriel provient d'une source externe au CN : NE CLIQUEZ SUR AUCUN lien ou pièce jointe à moins de reconnaître l'expéditeur et d

Good Afternoon,

An application for **55, 57, 59, 61, 63 and 65 Park Street** with an assigned file number of **OZS-2024-0001** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

As part of our commitment to improving our development application processes, timely reviews are crucial due to compressed timelines.

Please submit your comments to both our general inbox at planningcomments@brampton.ca and the assigned planner by **March 1, 2024**

If you have any concerns, please contact the assigned planner at samantha.delapena@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 weekend!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Growth Management

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



Please review the City of Brampton e-mail disclaimer statement at: [http://secure-](http://secure-web.cisco.com/1PEXk1VpG2eJKJubGfcQ0132gMZqCtQWAHOEsWXWWlyDqU8FOdyICLZvg8KHJw8lhav4_ePxeYDdNKN3grbtFghtakMS4SmJdLLJEwCy91WXjpSPzYCqg7KhP83rz2axb6VOY5o77bCRsj1hyN5ggaKmXIMiAFx1ng2rY2HvN6dVOKJY6FdkTTbMcIB_beK4YEJtjebdPw9NiEx58rP8IDkzsqjSiwqxnNBPfLu2rutMdejEH2PxQkxRWKwYIUvY_N7zn6PkBvoTVSuzBKqWIXxa0e_Q5dBNopKLD62PT-CVdB64IECrO66tEWJmQVwv-P1T_zYugYqP2GbfykMSolLycquMEvnHI9uil0UicjmvAygKk8GJZFI_sPMiE2gya7DTQcmvL0J0CFp2yAvcfYzHT7yPKPdpxFptrz-mX4U/http%3A%2F%2Fwww.brampton.ca%2FEN%2FOnline-Services%2FPages%2FPrivacy-Statement.aspx)

[web.cisco.com/1PEXk1VpG2eJKJubGfcQ0132gMZqCtQWAHOEsWXWWlyDqU8FOdyICLZvg8KHJw8lhav4_ePxeYDdNKN3grbtFghtakMS4SmJdLLJEwCy91WXjpSPzYCqg7KhP83rz2axb6VOY5o77bCRsj1hyN5ggaKmXIMiAFx1ng2rY2HvN6dVOKJY6FdkTTbMcIB_beK4YEJtjebdPw9NiEx58rP8IDkzsqjSiwqxnNBPfLu2rutMdejEH2PxQkxRWKwYIUvY_N7zn6PkBvoTVSuzBKqWIXxa0e_Q5dBNopKLD62PT-CVdB64IECrO66tEWJmQVwv-](http://secure-web.cisco.com/1PEXk1VpG2eJKJubGfcQ0132gMZqCtQWAHOEsWXWWlyDqU8FOdyICLZvg8KHJw8lhav4_ePxeYDdNKN3grbtFghtakMS4SmJdLLJEwCy91WXjpSPzYCqg7KhP83rz2axb6VOY5o77bCRsj1hyN5ggaKmXIMiAFx1ng2rY2HvN6dVOKJY6FdkTTbMcIB_beK4YEJtjebdPw9NiEx58rP8IDkzsqjSiwqxnNBPfLu2rutMdejEH2PxQkxRWKwYIUvY_N7zn6PkBvoTVSuzBKqWIXxa0e_Q5dBNopKLD62PT-CVdB64IECrO66tEWJmQVwv-)

[P1T_zYugYqP2GbfykMSolLycquMEvnHI9uil0UicjmvAygKk8GJZFI_sPMiE2gya7DTQcmvL0J0CFp2yAvcfYzHT7yPKPdpxFptrz-mX4U/http%3A%2F%2Fwww.brampton.ca%2FEN%2FOnline-Services%2FPages%2FPrivacy-Statement.aspx](http://secure-web.cisco.com/1PEXk1VpG2eJKJubGfcQ0132gMZqCtQWAHOEsWXWWlyDqU8FOdyICLZvg8KHJw8lhav4_ePxeYDdNKN3grbtFghtakMS4SmJdLLJEwCy91WXjpSPzYCqg7KhP83rz2axb6VOY5o77bCRsj1hyN5ggaKmXIMiAFx1ng2rY2HvN6dVOKJY6FdkTTbMcIB_beK4YEJtjebdPw9NiEx58rP8IDkzsqjSiwqxnNBPfLu2rutMdejEH2PxQkxRWKwYIUvY_N7zn6PkBvoTVSuzBKqWIXxa0e_Q5dBNopKLD62PT-CVdB64IECrO66tEWJmQVwv-P1T_zYugYqP2GbfykMSolLycquMEvnHI9uil0UicjmvAygKk8GJZFI_sPMiE2gya7DTQcmvL0J0CFp2yAvcfYzHT7yPKPdpxFptrz-mX4U/http%3A%2F%2Fwww.brampton.ca%2FEN%2FOnline-Services%2FPages%2FPrivacy-Statement.aspx)

To: Samantha DellaPenta, Development Planner

From: Michelle Gervais, Policy Planner

Date: March 21, 2024

File: OZS-2024-0001

Subject: **Policy Planning Comments**
Application to Amend the Official Plan and Zoning By-law
Mitra T. Kissoon
55 – 65 Park Street
Ward: 1

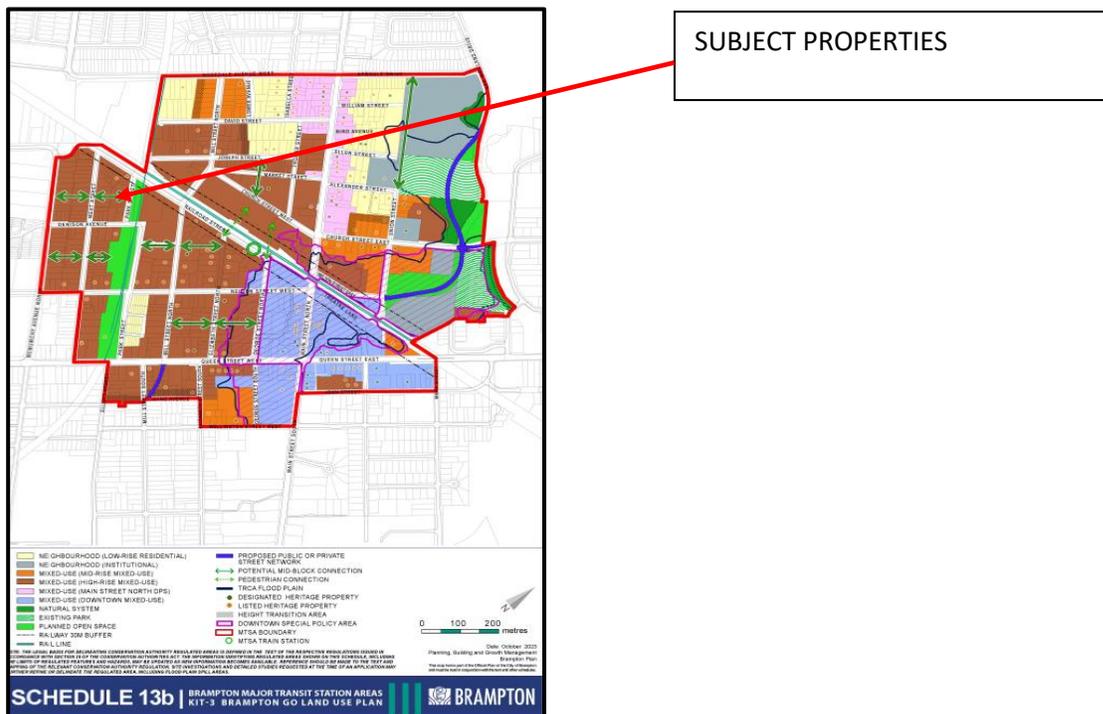
Policy Planning staff have reviewed the above noted Application to Amend the Official Plan and Zoning By-law that proposes a 30-storey high rise residential building. The following comments are provided for your consideration, with regard to Brampton’s Major Transit Station Areas (MTSAs).

Region of Peel 2051 Official Plan

The subject properties are located within the delineated boundaries of the Brampton GO “Primary” MTSA as shown on Schedule E-5 of the Region of Peel’s 2051 Official Plan. The Region’s Official Plan requires a minimum density target of 150 people and jobs combined per hectare for the Brampton GO MTSA.

Council Adopted Brampton Plan

The Brampton GO MTSA land use schedule (shown below) in the Council adopted Brampton Plan designates the subject properties as ‘Mixed-Use (High-rise Mixed-Use)’. In addition, a ‘Potential Mid-Block Connection’ is shown on the subject properties on the MTSA land use schedule.



Brampton GO MTSA Land Use Designations

The proposed development shall be developed in accordance with the Mixed-Use policies found in both Chapter 2 and the MTSA policies found in Chapter 4 of *Brampton Plan*. For lands designated 'Mixed-Use' a building with two or more different uses, such as residential, office and retail shall be provided. Mixed-use can occur vertically within a building, or horizontally on a site. *Brampton Plan* does not stipulate any maximum building heights for lands located within a Primary MTSA however, the greatest intensity is encouraged to be located in close proximity to the GO station. In addition, appropriate transitions in height and density shall be provided to adjacent established low density residential areas.

The intent of the 'potential mid-block connections' shown on the Brampton GO MTSA land use schedule is to ensure connected liveable communities. The connectivity established by smaller block dimensions increases the number of multi-modal linkages and supports transit ridership by providing more access routes to the station. Mid-block connections assist in providing pedestrian-scaled building footprints and providing attractive linear amenities that serve as passive recreation spaces for adjacent housing, retail and employment uses. The potential mid-block connection may be provided as additional public or private streets, pedestrian or bicycle paths or as other publicly accessible connections or laneways, if detailed transportation studies deem them warranted.

Comments:

1. The subject properties are designated as 'Mixed-use (High-Rise Mixed-Use) on Schedule 13b of *Brampton Plan*. In accordance with the definition of a '**Mixed-use Development**' in *Brampton Plan*, the proposed development shall provide two or more different uses within the building. The proposed development only includes residential uses. A mixed-use development, with grade related non-residential uses is key along the future Recreational Trail (decommissioned rail line) corridor that connects Brampton with surrounding Regions. A mixed-use development in this location will assist in the transformation of Downtown Brampton into a sustainable, diverse and vibrant place for both residents and visitors.
2. The application shall provide an addendum to the Planning Justification Report (PJR) to describe how the proposal conforms with all of the *Brampton Plan* MTSA policies and the Brampton GO MTSA land use schedule 13b. The PJR only references the MTSA Official Plan Amendment (OP2006-247) that was adopted by Council in May 2023.
3. In accordance with *Brampton Plan*, the need, form and location of the MTSA potential mid-block connections should be assessed through the development application process. The assessment of the mid-block connection shall be provided as part of the Draft Tertiary Plan Report prepared by EXP Services Inc. and should consider the following:
 - i) The improvement and consolidation of accesses to development;
 - ii) The enhancement of connections and mobility within and through the area;
 - iii) The provision of safe and accessible corridors for pedestrians, cyclists or vehicles, including potential signalization of intersections; and,
 - iv) The provision of public easements to the satisfaction of the City.
4. The Tertiary Plan Vision shown on Figure 17 of the Draft Tertiary Report prepared by EXP Services shall be revised to reflect all of the Tertiary Plan/Area Plan requirements in Section 5.6 of *Brampton Plan*.

5. The Official Plan and Zoning By-law Amendments shall be amended to ensure that a **Mixed-use development** is provided in accordance with the MTSA land use designation on Schedule 13b of *Brampton Plan*. The proposed 'Medium and Medium-High' designation and the proposed 'Residential Apartment B Zone' do not permit uses other than residential.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

M. Gervais

Michelle Gervais, MCIP, RPP
Policy Planner, Integrated City Planning

c: Claudia LaRota, Principal Planner/Supervisor, Integrated City Planning

February 26, 2024

Sam Dela Pena
Development Planner
City of Brampton
1 Wellington Street
Brampton, ON L5B 3C1

Dear Sam,

RE: **Official Plan Amendment & Zoning By-law Amendment Application
Blackthorn Development
55 Park St
OZS-2024-0001
City of Brampton**

The Peel District School Board (PDSB) has reviewed the above-noted application for the proposed development consisting of an apartment building with 234 residential 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:

Kindergarten to Grade 5	Grade 6 to 8	Grade 9 to 12
25	11	11

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

Public School	School Enrolment	School Capacity	Number of Occupied Portables
Northwood P.S.	563	614	0
Beatty-Fleming P.S.	307	583	0
David Suzuki S.S.	1,606	1,554	4

Please be advised that this development is located along the future Queen Street BRT corridor. PDSB is aware of the increased development within the area which may result in capacity issues for nearby schools. PDSB actively reviews new residential growth in this area and seeks viable student accommodation solutions where possible.

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 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

February 26, 2024

Samantha Dela Pena
 Development Planner
 City of Brampton
 2 Wellington Street West
 Brampton, ON L6Y 4R2

Dear Samantha:

**Re: Notice of Application and Request for Comments
 Application to Amend the Official Plan and Zoning By-law
 55, 57, 59, 61, 63 and 65 Park Street
 North of Queen St W, west of Main St N
 File: OZS 2024-0001
 City of Brampton – Ward 1**

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

The applicant proposes the development of a 30-storey building with 240 residential units, which are anticipated to yield:

- 14 Junior Kindergarten to Grade 8 Students; and
- 7 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. Joseph, Brampton	184	245	2
Secondary School	St. Augustine	940	1320	3

DPCDSB 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."

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

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)



Feb 15, 2024

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

Dear Shawntelle Trdoslavic:

Re: OZS-2024-0001 - 55, 57, 59, 61, 63 and 65 Park Street

Rogers Reference Number: M24A892A01

Rogers Communications (“**Rogers**”) has reviewed the application for the above Condominium and has determined that it intends to provide cable and telecommunications services. Accordingly, we request that municipal approval be granted subject to the following conditions:

- (1) Prior to registration of the plan of Condominium, the Developer/Owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Condominium (collectively, the “**Communications Service Providers**”). Immediately following registration of the Plan of Condominium, the Developer/Owner will cause these documents to be registered on title.
- (2) Prior to registration of the plan of Condominium, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Condominium, as well as the timing and phasing of installation.

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 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

Sincerely,

Anuradha Padmanabhan

Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

Dela Pena, Samantha

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2024/02/13 3:15 PM
To: Planningcomments; Dela Pena, Samantha
Subject: [EXTERNAL]RE: [OZS-2024-0001] Notice of Application and Request for Comments
DUE: MAR 1/2024

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Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details: <https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Please continue to forward all municipal circulations and clearance letter requests electronically to 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
Safety. Integrity. Respect. Inclusion.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Friday, February 9, 2024 2:39 PM
To: ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; suzanne.blakeman@peelsb.com; Gooding, Nick <Nick.gooding@peelsb.com>; Sousa, Phillip <phillip.sousa@peelsb.com>; Tessaro, Zach <zach.tessaro@peelsb.com>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; peelplan@trca.ca; Jason.Wagler@trca.ca; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>; proximity@cn.ca; development.coordinator@metrolinx.com; christopher.fearon@canadapost.ca; RAI, Nirmaljit <nirmaljit.rai@canadapost.postescanada.ca>; TALUSAN, Nikki <Nikki.Talusan@canadapost.postescanada.ca>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; Dave A. Robinson <DaveA.Robinson@alecrautilities.com>; max.watters@alecrautilities.com; Dennis De Rango <landuseplanning@hydroone.com>; Municipal Planning <MunicipalPlanning@enbridge.com>; CA - Circulations <CA.Circulations@wsp.com>; gtaw.newarea@rci.rogers.com
Cc: Dela Pena, Samantha <Samantha.DeLaPena@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>; Gravlev, Charlotte <Charlotte.Gravlev@brampton.ca>
Subject: [External] [OZS-2024-0001] Notice of Application and Request for Comments DUE: MAR 1/2024

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Good Afternoon,

An application for **55, 57, 59, 61, 63 and 65 Park Street** with an assigned file number of **OZS-2024-0001** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

As part of our commitment to improving our development application processes, timely reviews are crucial due to compressed timelines.

Please submit your comments to both our general inbox at planningcomments@brampton.ca and the assigned planner by **March 1, 2024**

If you have any concerns, please contact the assigned planner at samantha.delapena@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 weekend!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Growth Management

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

shawntelle.trdoslavic@brampton.ca

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Dela Pena, Samantha

From: Peel Plan <PeelPlan@trca.ca>
Sent: 2024/02/12 1:15 PM
To: Dela Pena, Samantha; Planningcomments
Subject: [EXTERNAL]RE: [OZS-2024-0001] Notice of Application and Request for Comments
DUE: MAR 1/2024

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The subject property is not within TRCA's regulated area. As such a review and permit from TRCA is not required.

Regards,

Colleen Bonner, MCIP RPP (she/her)
Senior Planner | Development Planning and Permits
Development and Engineering Services

T: [\(437\) 880-1939 \(Direct Line\)](tel:4378801939)
C: [\(416\) 543-0450](tel:4165430450)
E: colleen.bonner@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



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Cc: Dela Pena, Samantha <Samantha.DeLaPena@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Planningcomments <Planningcomments@brampton.ca>; Urquhart, Chandra <Chandra.Urquhart@brampton.ca>; Jaswal, Gagandeep <Gagandeep.Jaswal@brampton.ca>; Gravlev, Charlotte <Charlotte.Gravlev@brampton.ca>
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