

## Public Works

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July 21, 2020

Michelle Gervais  
Policy Planner  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Michelle.Gervais@brampton.ca](mailto:Michelle.Gervais@brampton.ca)

**RE: Region of Peel Comments  
Toronto Gore Density Policy Review (Phase 1, 2, and 3)  
City of Brampton**

Dear Ms. Gervais,

Further to previous Regional comments on the Toronto Gore Density Policy Review (Phase 1 and 2) dated January 25, 2018, Region of Peel staff have reviewed the Toronto Gore Density Policy Review (Phase 1, 2, and 3) Report Supply and Demand & Recommendations Report dated April 2020 and have the following comments:

### Infrastructure Planning – Growth and Water Resources

The study area is generally bounded by Countryside Drive to the north, Castlemore Road to the south, The Gore Road to the east, and Goreway Drive to the west, along with two areas north of Countryside Drive. Based on the Region's approved population projections to 2041, these SGU's show a limited growth of approximately 570 people and 110 jobs.

### Wastewater Servicing

Currently, the Toronto Gore community is not serviced by municipal wastewater services. Each estate residential property is serviced by private sanitary services. The following wastewater infrastructure exists in the vicinity of the proposed area:

| Location  | Size  |
|---|-------|
| McVean Drive north of the undeveloped portion of the Toronto Gore             | 675mm |
| McVean Drive adjacent to and south of the undeveloped portion in Toronto Gore | 750mm |
| The Gore Road   | 750mm |
| Goreway Drive   | 675mm |

Flow from these sewers is being conveyed to the GE Booth Wastewater Treatment Facility through the existing McVean Drive Pumping Station located on Ebenezer Road west of McVean Drive, and gravity sewers. City staff is advised that currently there are no plans to extend wastewater services to the existing privately serviced lots in the Toronto Gore. However, planned projects for the wastewater servicing system in the surrounding area include the McVean Sewage Pumping Station upgrade, a new 900mm force main for McVean Sewage Pumping Station, and the McVean Diversion Trunk Sewer along Castlemore Road and Airport Road.

The undeveloped lands within the Toronto Gore with higher density (scenario 2) can be serviced through the existing trunk sewers on McVean Drive and The Gore Road without resulting in capacity constraints. Extension of local sanitary sewers into the proposed development lands will be required along with the construction of a new pumping station within the subject lands to discharge flows to the nearest trunk sewer. While there is currently no sanitary sewer on Castlemore Drive (along the south of the Toronto Gore community), a new sanitary trunk sewer along Castlemore Road is planned as part of the Region’s 2041 wastewater capital program. The potential future wastewater service connections from the undeveloped portions of Toronto Gore will be to both McVean Drive and the future Castlemore Trunk Sewer.

**Water Servicing**

The Toronto Gore Community (including the existing Estate Residential properties) are located within pressure zone 5 and are serviced by municipal water services. The following water infrastructure exists in the vicinity of the proposed area:

| Location                              | Size              |
|---------------------------------------|-------------------|
| Castlemore Road                       | 1800mm feedermain |
| Castlemore Road, west of McVean Drive | 750mm             |
| Castlemore Road, east of McVean Drive | 600mm             |
| The Gore Road                         | 400mm             |
| McVean Drive                          | 300mm             |

City staff are advised that connection of local services is not permitted to the 1800mm feedermain. Additionally, the Region notes that there are planned projects to service the future planned growth in this area along Mayfield Road, McVean Drive, and Goreway Drive (Regional Capital Project No. 14-1375, 16-1166 and 14-1165).

With respect to the potential future development in the Toronto Gore Community, it is determined that under both proposed growth scenarios, water servicing upgrades would likely be required. Water supply will be provided from the Airport and Tullamore Pumping Stations, and the details of required servicing upgrades of the facilities or the existing infrastructure will need to be confirmed through the necessary technical studies as part of a future secondary plan process.

**Regional Roads**

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**Public Works**

## **Traffic Development and Permits**

City staff are advised that any proposed access points to The Gore Road must take into consideration road connections that have been approved through Secondary Plan 47 which is located along the east side of The Gore Road. Additionally, a right-of-way of 50.5 meters along The Gore Road and 55.5 metres along Mayfield Road must be protected for.

Regional staff will complete an in-depth analysis and provide additional comments related to access and proposed road connections to Regional roads through review of the applicable technical studies.

## **Next Steps**

Through Development Services, the Region will continue working collaboratively with the City of Brampton to ensure development objectives align with ongoing Regional initiatives and requirements. If City staff have any questions or concerns, please contact the undersigned ([Alex.Martino@peelregion.ca](mailto:Alex.Martino@peelregion.ca) 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino  
Planner, Development Services  
Region of Peel

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EXTERNALToronto Gore Density Policy Review - Draft Phase 1 2 and 3 Recommendation Report July 2019

From: Jason Wagler  
Sent: 2020/03/05 10:42 AM  
To: Gervais, Michelle  
Subject: [EXTERNAL]Toronto Gore Density Policy Review - Draft Phase 1, 2 and 3 Recommendation Report July 2019

Good Morning Michelle,

Thank you for the opportunity to review the Toronto Gore Density Policy Review - Supply and Demand Recommendations Report, dated July 2019 as well as the opportunity to discuss the project at a meeting with City staff in February 2020. We do not object to the recommendations in the report and we provide the following comments to identify TRCA's interests that will be captured through an MESP submitted in support of future planning processes.

-Information available to TRCA staff indicates that additional portions of the interior lands shown in Figure 30 - Policy Option 4, Scenario 1 as Upscale Executive Housing Special Policy Area, recommended to be redesignated through a future secondary planning process, contain natural heritage features (wetlands, watercourse, meander belt/erosion hazard, contiguous valley vegetation and natural heritage system linkages) and are regulated by TRCA under Ontario Regulation 166/06. We would suggest that City staff contact TRCA Geomatics staff for the updated TRCA regulation mapping for more information on these additional mapped regulated areas. Note that the mapping is an illustrative tool only - regulated areas are confirmed through studies and field verification and may include more areas than shown on mapping. As a result of these additional regulated areas, we wish to note that densities may be less than those anticipated through this policy study.

-The edge site north of Morris Court contains additional TRCA regulated areas due to the presence of estimated floodplain spilling onto these properties. Updated floodplain mapping would be required as part of any formal planning applications for this area in the future and could affect the viability of developing these lands.

-The remaining edge sites abut valley and stream corridors, the limits of which

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would likely impact the  
total developable area on these sites.

- An MESP would be required to evaluate the features/hazards as part of a Secondary Planning process for the undeveloped Southeast quadrant lands. TRCA staff would appreciate being involved in the review of the Terms of Reference for the future MESP study. It would appear that access points to these lands from McVean Drive are potentially feasible, subject to more detailed studies (e.g. Environmental Assessments) completed individually or through a combined MESP/Secondary Planning process. A hydraulic analysis and environmental impact study specific to access points crossing tributaries of the Humber River would be necessary components of such a study to ensure that impacts are minimized.

I trust these comments are helpful Michelle.

Regards,

Jason Wagler, MCIP RPP  
Senior Planner  
Development Planning and Permits | Development and Engineering Services