

Results of Circulation

Date: June 3, 2022

To: Carmen Caruso, Development Planner

From: Muhamet Nenada, Engineering Technologist

Subject: Functional Servicing Report
SAJECKI PLANNING INC. – Luxor Development Corporation
151 Main Street North

File: OZS-2021-0003

Submission:

- Stormwater Management Report for Luxor Development Corp. prepared by IBI Group dated May 19, 2022, and received May 31, 2022

Comments:

We have reviewed the Functional Servicing Report as noted above, in support of the Application to Amend the Zoning By-Law, and confirm that we are satisfied that the site can achieve the grading, storm servicing and stormwater management proposed therein.

Please let the applicant submit a hard copy of the final Functional Servicing Report for our records.

cc. Maggie Liu
Olti Mertiri
Donna Sanders

Public Works

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

peelregion.ca

March 18, 2022

Carmen Caruso
Central Area Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Carmen.Caruso@brampton.ca

**RE: Region of Peel Comments
 Official Plan Amendment and Rezoning Application
 151 Main Street North
 Luxor Development Corporation
 OZS-2021-0003
 Regional File: OZ-21-003B**

Dear Mr. Caruso,

Region of Peel staff have reviewed the second formal submission for the above noted official plan amendment and rezoning application to permit the development of a 30-storey mixed use building consisting of 365 residential units and 298m² of at grade retail space and offer the regional clearance based on the following:

Prior to Official Plan Amendment and Rezoning Approval:

The following requirements shall be completed by the applicant to the satisfaction of the Region prior to official plan amendment and rezoning approval:

Site Servicing Requirements

- Prior to official plan amendment and rezoning approval, the applicant must submit a satisfactory Functional Servicing Report to determine the adequacy of the existing services for the proposed development. The FSR must be in digital format and signed by a Professional Engineer. The Region has reviewed the FSR (dated November 26, 2021) prepared by Cole Engineering Group Ltd.
- The report is complete and has been sent for modelling. The Region does not have capacity concerns as per the modelling results, we recommend minor revision to FSR for the proposed water connection to be in accordance with the OBC standards and is required prior to Site Plan approval. The region has no objection to the official plan amendment and zoning bylaw amendment application.

Waste Management Requirements

- The Region will provide front end collection of garbage and recyclable materials for the residential units. Retail waste collection is required through a private waste hauler.
- The Region has reviewed the waste management plan included in this submission. The plan satisfactorily demonstrates an internal storage area,

access route, and set out area. Confirmation is required as part of the future site plan application that shows the collection point meets the Region's minimum height clearance of 7.5 metres.

We look forward to working with the applicant to advance the application and work together with the City of Brampton to address matters of regional interest during the future Site Plan application process. If you have any questions or concerns, please contact me (abiral.homagain@peelregion.ca 905.791.7800 x8730) at your earliest convenience.

Yours truly,



Abiral Homagain
Planner, Planning and Development Services
Region of Peel

Public Works

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

Date: May 10, 2021
To: Carmen Caruso
From: Reshma Fazlullah
Subject: Updated Phase One and Two Environmental Site Assessment and Record of Site Condition, 151 Main Street North, Brampton
File: OZS-2021-0003

Submission:

- Phase One Environmental Site Assessment Update, 151 Main Street North, Brampton, Ontario, prepared by Terraprobe Inc., dated February 24, 2017.
- Updated Phase Two Environmental Site Assessment, 151 Main Street North, Brampton, Ontario, prepared by Terraprobe Inc., dated March 17, 2017.
- Ontario Ministry of the Environment, Conservation and Parks – Record of Site Condition # 224853

Findings:

Staff have reviewed the above-noted reports/documents in support of a development proposal consisting of residential/commercial use (30 Storey Building with commercial/retail at grade and residential above) on the subject property ("the site").

Staff agree the Phase One and Two Environmental Site Assessments (ESAs) were carried out in accordance with Ontario Regulation 153/04, as amended and have successfully supported the filing of a Record of Site Condition with the Ministry of Environment, Conservation and Parks for the subject property, facilitating the proposed development/land use.

Comments:

Given the preceding, staff provide clearance with respect to the ESA requirements for the proposed development.

Note: City of Brampton Building Department reserves the right to request additional environmental requirements in accordance with their policy and procedures. Prior to the issuance of a building permit the owner must file a RSC on the ESR, if the proposed development would otherwise be prohibited by the EPA as described under s.168.3.1 of EPA and Part IV, s. 14.1 of O. Reg. 153/04.

Reshma Fazlullah

Environmental Engineering | Environment and Development Engineering |
T: 416.848.5350 | E: reshma.fazlullah@brampton.ca

Mahmood, Nasir

From: McIntyre, Scott
Sent: 2022/07/07 9:32 AM
To: Mahmood, Nasir; Zalecki, Julia
Subject: Comments (Traffic) - OZS-2021-0003, 151 Main St N
Attachments: BA-151 Main Street North-SPR-Option 3-Jun22-2022-7541-04.pdf; BA-151 Main Street North-Sightline-Jun22-2022-Rev2.pdf; BA-151 Main Street North-SPR-Option 1-Jun22-2022-7541-04.pdf; BA-151 Main Street North-SPR-Option 2-Jun22-2022-7541-04.pdf

Nasir & Julia,

Here are some recent items settled for the above noted application.

Julia, item #1 is of particular interest for you.

1. The city had agreed earlier this year to permit a 10m x 10m daylight triangle at the intersection of Church & Main. I had forgotten about that concession.
 - a. The 10m x 10m daylighting was in addition to the removal of the Church Street road widening. Daylighting requirements at intersections are:
 - b. Church & Main - 10.0m daylight triangle with a 15.0m curb radius.
 - c. Church & Thomas - 7.5m daylight triangle with 7.5m curb radius.
2. The attached 'sightline' pdf settles our concerns regarding the Thomas Street access/egress.
3. Option #3 (attached) is acceptable. However, the final design of the Main Street one-way ingress access will be a Site Plan application item. Not a rezoning item.

Our office can clear this application for rezoning.

Regards,

Scott McIntyre

Traffic Technologist | Engineering Division / Public Works & Engineering Department
City of Brampton

T: 905.874.2540

M: 437-213-8608

Scott.McIntyre@Brampton.ca



From: Ryan A. Sankar <sankar@bagroup.com>

Sent: 2022/06/22 5:14 PM

To: McIntyre, Scott <Scott.McIntyre@brampton.ca>

Cc: Kyle Cory Jong <jong@bagroup.com>; Nancy Situ <Nancy.Situ@bagroup.com>

Subject: [EXTERNAL]RE: OZS-2021-0003, 151 Main St N

Hi Scott,

Hope all's well.

We've received your formal comments on the latest ZBA submission for 151 Main, which echoed our conversation from a couple weeks ago. I've attached these for reference. Prior to us instructing our team to revise the site plans, I wanted to confirm our approach with you, in order to make sure that we've addressed all of your outstanding ZBA comments. I'm thinking that this direct approach is the most efficient way to make sure all of your concerns are dealt with, rather than waiting for another formal submission to be circulated to you for review.

That being said, please see our responses to your comments below, with reference to the attached plans:

- a. Original comments indicated that no Main Street access would be permitted. However, a Service Truck Route from Main Street has been assessed. Architectural drawing A206 details the garbage management plan. If this Service Truck Route is ultimately supported, these following items need to be addressed.
 - i. Left turns into the Service Truck Route from Main Street would not be permissible. Design the Main Street access as a right-in only channelized ingress. Include appropriate signage to that effect. (i.e. no left-turn).

BA Response: We've looked a variety of options to make this work, however none of them appear to be desirable from a site plan and public realm perspective. See attached 'SPR' sketches.

Option 1 shows how the channelized right-turn driveway could work by relying on the property to the north, which is not part of this application and therefore not feasible – this option was considered internally simply to understand what it would look like.

Option 2 shows the channelized right-turn developed completely along the site's frontage and the resulting impact to the building. Because of the manoeuvring requirements of the HSU (which we're using as a proxy for the Peel Region waste collection vehicle), implementing the channelized right turn would be quite impactful to the ground floor footprint of the building. It essentially sterilizes a large portion of the NE corner of the site for a driveway and orphaned landscape area. This design also encroaches on where the bus stop on Main would go and would increase the length of the driveway curb cut, which is less ideal from a pedestrian realm perspective.

Option 3 is the current design and our preferred option given the alternatives. In this case, the inbound left-turn would be restricted through signage if that was determined to be the ideal operating conditions (in consultation with the Region of Peel, I would think). Given the low volumes anticipated at this driveway used only for loading/servicing/PuDo, restricting the NBL inbound movement may not be necessary. I believe that allowing this movement is something that would greatly benefit the building, as most traffic does approach from the south and there is no way to access to the PuDo/loading area from Thomas because the laneway is one-way westbound. This condition would not be different from existing driveways immediately north and south of the site on Main, although those driveways aren't as close to a signalized intersection. In reality, traffic looking to access to this driveway from the south would be forced to u-turn further north on Main if the NBL in was restricted – a condition that brings its own operational concerns.

Considering the above and the urban context of the site, we do not recommend implementing a right-in only channelized driveway on Main Street. The left-in manoeuvre should be restricted through signage, if the City/Region determine that to be the optimal access condition.

- ii. I don't recall advising the applicant that left turns anywhere on to Thomas Street would not be permitted. The concept site plan signage indicates as such for the service route. However, through a discussion on June 07, 2022 with BA Group, it is the angle of the service route driveway that prohibits a safe left-turn manoeuvre of waste collection vehicles that prompted the 'no-left-turn' signage at this Thomas Street driveway. This city can support this left-turn restriction for trucks only. Such a restriction may not be necessary for smaller vehicles.

BA Response: Noted. Signage can be implemented to only restrict heavy vehicles from making this left-turn out to Thomas Street if that is the City's preference.

- iii. If moving vans are expected through this route, verify that the route will function with these moving vehicles while not blocking the route.

BA Response: The intention of the site plan is to have all moving activity occur within the loading space internal to the building. The shared use of the loading space (which is also used for waste collection) will be coordinated by building management, as is typical in mixed-use residential apartment buildings.

- iv. Consider the installation of a gate to eliminate cut-through traffic. If a gate is proposed, the location of the gate would be at a point so that vehicles would not queue within any portion of the municipal right-of-way. (i.e. – not block the sidewalk)

BA Response: We do not believe that the installation of gates within the driveway would result in an ideal operating condition because this would restrict/deter the use of it as a PuDo facility, forcing this traffic to instead stop on Main Street or Church Street. Furthermore, if left turns are restricted at the driveway's exit on Thomas Street, its attractiveness as a cut-through route is diminished.

- v. As discussed on June 7th, 2022, the service route is not just for waste collection. Provide a swept path analysis to verify if 'kiss & ride' operations can function effectively through this route. Perhaps a partial lay-by cut-out is required to accommodate pick-up & drop-off operations while still maintaining through traffic operations. It is presumed that the service route would accommodate modern food and other delivery services, taxi and other ride-sharing pick-up areas? Moving vans/operations?

BA Response: All of the attached SPR options illustrate a widening of the driveway at its west end to 5.5m. This allows for 2 passenger cars to simultaneously stop curbside within the driveway while still allowing vehicles ample room to pass, as demonstrated in the including vehicle manoeuvring diagrams. Parking within the driveway will be restricted through signage.

- b. Provide a plan & profile of the parking garage ramp at/near the Thomas Street right-of-way to verify that sightlines are available to motorists when stopped & waiting to enter Thomas Street. The city wants to ensure motorists have ample sightlines to recognize pedestrians, cyclists and vulnerable roads users prior to entering Thomas Street from the site.

BA Response: Please see the attached sightline diagram. We believe that the sightlines at the parking garage entrance ramp are more than adequate and are safe – especially considering that the area between the two Thomas Street driveways is relatively open and not obstructed, save for a stairwell going down into the garage.

Please let me know your thoughts on the above. I'll also note that we'll finalize the pavement marking and signage plan as part of the SPA process.

Thanks,
Ryan

From: McIntyre, Scott <Scott.McIntyre@brampton.ca>

Sent: June 3, 2022 4:34 PM

To: Ryan A. Sankar <sankar@bagroup.com>

Subject: OZS-2021-0003, 151 Main St N

Ryan,

Can we discuss your TIS for the 151 Main Street application next week? 10 to 30 min discussion online would suffice.

Regards,

Scott McIntyre

Traffic Technologist | Engineering Division / Public Works & Engineering Department
City of Brampton

T: 905.874.2540

M: 437-213-8608

Scott.McIntyre@Brampton.ca



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Date: Friday, March 4th, 2022
To: Carmen Caruso, Central Area Planner
From: Dalia Bahy, Urban Designer
Subject: Wind Study Comments
File: OZS-2021-0003_151 Main Street North

Urban design has reviewed the above noted application's Pedestrian Level Wind Study by Gradientwind, and provides the following comments:

1. Pg 10, section 5.2, point 1:

To reduce wind speeds over sidewalks along the south elevation (Sensor 45), the study recommends providing clustered wind barriers near the sidewalk. The report recommends the use of dense coniferous planting as one of the mitigation measures for this location. Please be advised that landscaping elements cannot replace architectural features, smaller-scale measures or other built mitigation elements, as soft landscaping may not sufficiently mitigate wind impacts during all seasons. Trees and landscaping can only be applied to supplement smaller-scale measures- such as wind screens, trellises, public art.

2. Pg 23, Figure 2A:

"Sensors 55, 53, 52, 50, and 48", on Figure 2A shows that areas surrounding the development along Main Street and Church Street will be comfortable for walking and not achieving the sitting comfort level during the summer months. The landscape drawings (A-301) shows that this area may be used for sitting. To ensure conditions comfortable for sitting or more sedentary activities throughout these summer months, additional mitigation measures shall be recommended.

3. Urban Design Brief

The applicant shall add a section in the UDB that summarizes the results and recommendations related to a pedestrian comfort and safety for the proposed development that were included in the approved Wind study. This section will confirm that the proposed development shall not result in adverse or undue impacts to the immediately surrounding area for the intended pedestrian uses. It shall outline in detail the wind control mitigation measures and design elements that will be integrated with the design of the subject development.

If you have any questions or require further clarification, please contact the undersigned.

Regards,

Dalia Bahy | Ph.D., MCIP, RPP, LEED AP. BD+C

Urban Designer

Planning and Development Services | City of Brampton

Tel: 905-874-2483 | E-Mail: dalia.bahy@brampton.ca

Brampton City Hall, 3rd Floor, 2 Wellington St W, Brampton, ON L6Y 4R2

Consolidated Comment Report

Date: February 18, 2022

File: OZS-2021-0003

Applicant/Owner: Sajecki Planning Inc./Luxor Development Corporation

Location: 151 Main St N

Proposal: Amend the Official Plan and Zoning By-law to permit a 30-storey mixed-use building residential building with 363 residential units and 255 square metres of retail space at-grade.

This report contains comments from the technical groups who have reviewed the proposal. Additional comments may be forthcoming pending the review of any revised drawings, reports or documentation. The applicant/owner shall address all matters raised in this report by creating a "Comment Response Table" identifying how all comments have been addressed. In order to resubmit, please upload all revised drawing, reports and documentation, and as a final step, upload the "Comment Response Table". If you have any questions or concerns, please contact Carmen Caruso, Central Area Planner, 905-874-2439 or carmen.caruso@brampton.ca.

Development Services Review**Cleared**Carmen Caruso – carmen.caruso@brampton.ca

<i>Final Comments</i>	<p>Some comments provided relate to a future site plan application, and are provided for information purposes.</p> <p>The Environmental Site Assessment is approved.</p> <p>The Heritage Impact Assessment is approved.</p> <p>The Noise and Vibration Feasibility report has been approved for Official Plan and Zoning By-law amendment purposes. A future site plan application will require this Report to be updated. Please see Noise Review comments below.</p> <p>Please note the Traffic Impact Study (TIS) is not approved. Please see Traffic Services comments below.</p> <p>Comments with respect to the Urban Design Brief, the Wind Study and the Development Plan for nearby properties will be forwarded upon receipt.</p> <p>If changes are requested, please ensure that all relevant documentation is updated and resubmitted to reflect any modifications to the proposal.</p> <p>Prior to proceeding with a Recommendation Report, all matters raised in this report, by residents and by external agencies shall be addressed. In addition, all studies and documentation submitted in support of the application shall be approved.</p> <p>The submitted proposed Official Plan and Zoning By-law amendment will be further refined once final comments and approvals are received.</p> <p>Please ensure all comments from external agencies are adequately addressed.</p>
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Accessibility Review		Cleared
Sylvia Ingham - sylvia.ingham@brampton.ca		
<i>Final Comments</i>	Detailed accessibility comments will be provided through a site plan application.	
Building Review		Cleared
Anthony Magnone - anthony.magnone@brampton.ca		
<i>Final Comments</i>	<p>The applicant/owner shall provide a copy of the final version of the geotechnical report, signed and sealed by the qualified person at the time of a building permit application.</p> <p>The applicant owner must obtain a demolition permit to remove any existing buildings on the site.</p> <p>All mandatory inspections for any issued permits must be passed and the permit be closed.</p> <p>Any other building code comments will be addressed during the site plan approval application.</p> <p>Any plumbing comments will be addressed during the site plan approval application.</p>	
Development Engineering Review		Not Cleared Comments
Olti Mertiri - olti.mertiri@brampton.ca		
<i>Final Comments</i>	<p>The applicant shall submit a letter describing the condominium tenure of this development if the applicant is planning to register a condominium in the future. The letter shall also include the number of condominium corporations that the applicant is anticipating to register as part of this development proposal.</p> <p>The applicant shall indicate if tie-backs will be used and if a tie-back and crane swing agreements will be required for this development. If the applicant will be using tie-backs in the construction of the underground garage the applicant is advised that all shoring systems shall be contained within the applicant's property.</p>	
Environmental Engineering Review		Not Cleared Comments
Donna Sanders - donna.sanders@brampton.ca		
<i>Final Comments - ESA</i>	Cleared	
<i>Final Comments - FSR</i>	Please see attached FSR comments memorandum	
Heritage Review		Cleared
Merissa Lompart - merissa.lompart@brampton.ca		
<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the site plan may require further review.	
Noise Review		Cleared
Daniel Tang - daniel.tang@brampton.ca		
<i>Final Comments</i>	<p>Noise and Vibration Feasibility Report, dated December 2020, prepared by Cole Engineering has been cleared for the development application.</p> <p>Prior to SP approval, the noise report must be updated to included traffic data obtained from City of Brampton in the ultimate AADT format, as well as addressing stationary noise source from underground parking facility.</p>	
Open Space Development Review		Cleared
Danica Quinn - danica.quinn@brampton.ca		
<i>Final Comments</i>	Open Space Development has reviewed the second OZS submission on the above noted project. Our comments included in previous reports continue to apply and will be reviewed	

	against the landscape plans submitted as part of the site plan application	
Park Planning Review		Cleared
Christopher Heike - christopher.heike@brampton.ca		
<i>Final Comments</i>	Please see attached comments to be addressed through a site plan application.	
Sign Review		Cleared
Ross Campbell - ross.campbell@brampton.ca		
<i>Final Comments</i>	There are no issues to comment on at this time. Any changes to the proposal may require further review.	
Traffic Services Review		Not Cleared Comments
Scott McIntyre - scott.mcintyre@brampton.ca		
<i>Final Comments</i>	TIS Comments (BA Group - Dec 08, 2021) <ol style="list-style-type: none"> <i>Sect. 1.0, Table 01</i> The visitor parking rate must adhere to 0.2 stalls per unit. This does not encompass retail parking requirements, and the visitor parking cannot be unitized. There are no exceptions to these requirements. <i>Sect. 2.1, Main Street ROW conveyance</i> The 3.0 metre right-of-way conveyance is mandatory. The city will not permit any underground encroachment into the municipal right-of-way. Note: The city has withdrawn the requirement for a right-of-way conveyance along Church Street. There are no exceptions to this required land conveyance. <i>Drawing SN-01</i> Add 'wrong-way' sign(s) (or Do Not Enter / Wrong Way) at the Main Street driveway, as an additional measure to ensure motorists do not attempt to egress the subject site onto Main Street via this driveway. Although the traffic volumes and on-site swept-path analysis appear functional within the TIS, our group cannot approve the TIS for the primary reasons stipulated in comments #1 & #2 above: <ol style="list-style-type: none"> The 3.0m Main Street right-of-way conveyance is mandatory, however the current concept requests that this 3.0m conveyance become an easement. This request is unacceptable. As a result, the 3.0m conveyance is necessary and would result in a portion of the underground to be within the Main Street municipal right-of-way, which is not supportable. The site design is therefore required to be amended to ensure there is no encroachment into the current or future Main Street right-of-way limits. This requirement results in changes needed to the concept plan. A visitor parking rate of less than 0.2 stalls per unit is not supportable. NOTE: In addition to the removal of the Church Street road widening, the city has permitted reduced daylighting and curb radii requirements. Daylighting requirements at intersections are: <ol style="list-style-type: none"> Church & Main - 10.0m daylight triangle with a 15.0m curb radius. Church & Thomas - 7.5m daylight triangle with 7.5m curb radius. A number of compromises have been made to encourage the development of these lands. The additional concessions identified within the Dec 08, 2021 TIS are not supportable. 	

	<p>Concept Plan Comments (Architecture Unfolded - Dec 13, 2021)</p> <ol style="list-style-type: none"> 1. Remove all municipal right-of-way encroachments. 2. Intersection daylighting shall be free and clear of all private encumbrances. 3. The concept plan must clearly identify and dimension the proposed intersection daylighting and intersection curb radii. 4. For future reference please note the following. Where no residential parking, or limited residential parking is being proposed/provided, the owner shall provide a clause in the condominium or rental agreement stating that "No residential parking is provided on-site and that residential parking either on-street or at public facilities is subject to current city by-laws and policies".
Transit Review Michelle Lui - michelle.lui@brampton.ca	
Conditions	<p>Cleared Conditions of Draft Plan Approval</p> <p>The following will be addressed through a site plan agreement:</p> <p>The following warning clause shall be included in the Purchase and Sale/Rental Agreements and Homebuyer's Information Map:</p> <p><i>There are Brampton Transit routes on streets fronting and/or adjacent to this development, including bus stops and related infrastructure. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective transit service coverage. If you have any questions, please call (905) 874-2750.</i></p>
Final Comments	<p>The following shall be addressed through a formal site plan application:</p> <p>A concrete bus landing and shelter pads are to be shown on all applicable engineering drawings and the Homebuyer's Information Maps.</p> <p>There is an existing bus stop in proximity to the proposed development along Main St N, north of Church Street West. The applicant shall depict this infrastructure on a revised site plan.</p> <p>Transit infrastructure improvements will be required for this stop. At this location, the applicant shall depict and provide a 9.0m long concrete bus pad, with a width less than 4.0m, flush to the proposed curb and gutter AND a 9.0m long by 2.5m wide concrete bus shelter behind the sidewalk. Please reference Brampton Standard 260.</p> <p>Based on anticipated transit trip generation. The applicant shall contribute a cash lump sum of seven thousand dollars (\$ 7,000) towards Brampton Transit's annual Shelter Program for a new transit shelter and related infrastructure to be installed on the proposed concrete shelter pad. This amount shall be deposited prior to site plan approval.</p> <p>The total amount of seven thousand dollars (\$7,000) shall be paid to the City of Brampton and deposited in Reserve 18 Transit (Development Finance Admin. 2nd Floor of City Hall), referencing this application, prior to Site Plan approval and a copy of the receipt sent to Brampton Transit, attention, the undersigned.</p>
Urban Design Review Parul Jain - parul.jain@brampton.ca	
Final Comments	<p>Cleared</p> <p>Minimum side yard setback along Church Street shall be 3.0 m to provide for an active public realm along Church Street. A 0 m setback will be permitted only above the 2nd-storey.</p>

	<p>The following will be addressed through a site plan application:</p> <p>Consider designing the corner at main and Nelson to be more open and inviting. The current proposed seating tends to close the area in.</p> <p>The street wall along Church Street provides for no visual relief. Consider exploring breaks in the verticality of the building by introducing recesses after few floors. These could serve as mid-floor terraces offering views of downtown Brampton, and provide visual relief.</p> <p>The current façade articulation appears to be bulky. Please explore reducing the amount of glazing. The WWR (window to wall ratio) must conform to the required sustainable standards. The façade articulation shall aim at achieving high energy efficiency.</p>
Zoning Review Cleared Elizabeth Corazzola - elizabeth.corazzola@brampton.ca	
<i>Final Comments</i>	<p>The proposed development is not currently permitted by the Zoning By-law. A Planning Act approval will be required.</p> <p>Where an amendment to the Zoning By-law is anticipated, the Draft By-law Amendment shall include any site specific requirements and restrictions necessary to facilitate the proposed development to the satisfaction of Development Services and in consideration of comments and requirements from other commenting departments/agencies.</p>

Date: January 27, 2022

To: Carmen Caruso, Development Planner

From: Muhamet Nenada, Engineering Technologist

Subject: Functional Servicing Report
SAJECKI PLANNING INC. – Luxor Development Corporation
151 Main Street North


File: OZS-2021-0003

Submission:

- Stormwater Management Report for Luxor Development Corp. prepared by IBI Group dated November 29, 2021, and received January 22, 2021

Comments:

- The stormwater management described in the report includes the external drainage in the allowable release rate and storage calculations. Please note that allowable release rate for the subject site will be calculated for the subject site only, and should not include the external drainage areas. The external drainage areas shall be allowed to maintain uncontrolled flow through the site;
- From the 1st submission comments: If the external drainage must be captured due to grading issues, please clearly depict how the external drainage enters the site and where it will be captured;
- The report discusses 100 year uncontrolled flows leaving the site overland **36.8 L/s**. The 100-year post-development (external and internal) of the site shall be controlled to **31.0 L/s** (Total allowable release rate); Please adjust storage volume to meet this criteria.

Flow Summary			
Target flow exit the site (External +internal)		Target Flow to Pipe	31.0 L/s
		Target Flow Overland	36.8 L/s
		Total 100 Year Target Flow	67.8 L/s
		Total Design Flow to Pipe	29.1 L/s
		Total Design Flow Overland	36.8 L/s
		Total (Pipe + Overland)	66.9 L/s
		Meets Target?	YES
		Orifice	125 mm

Please have the applicant address the above comments and submit a revised report including written response letter.

Nenada, Muhamet

Date: 2022.01.27
10:21:27-05'00'

cc. Maggie Liu
Olti Mertiri
Donna Sanders

COMMENTS & CONDITIONS MEMO

Date: February 17, 2022

File: OZS-2021-0003

To: C. Caruso, Development Services Division

From: C. Heike, Park Planning & Development

Subject: **REQUIREMENTS FOR MIXED-USE DEVELOPMENT**
Application to Amend the Official Plan and Zoning By-Law
(To permit a 30 storey residential building with 255 m2 of retail space at-grade.)

UPDATED Conditions from the Park Planning & Development Section

Consultant: **DAVID SAJECKI**

Applicant: **LUXOR DEVELOPMENT CORP.**

Location: 151 Main Street North
Circulation Date: February 1, 2022
Ward: 1

In response to the Accela circulation of the 1st Revision material for the above noted Official Plan & Zoning By-Law Amendment application dated February 1, 2022, the following represents an UPDATED summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

Please note that this memo replaces our previous memo dated April 22, 2021.

A. PRIOR TO BY-LAW and/or OPA APPROVAL

1. NIL

B. PRIOR TO SITE PLAN APPROVAL

The following should be addressed prior to the execution of the Site Plan Agreement.

Hoarding of Natural Features

1. The Owner shall erect hoarding along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

N.B. The hoarding is to be supplied, erected and maintained in good condition by the Owner at their cost prior to the pre-servicing or any construction on the site and shall remain in place throughout all phases of the servicing and construction of the site.

Plan Requirements for all Public Lands:

2. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

Tableland Tree Compensation:

3. The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards outlined in the City's *Tableland Tree Assessment Guidelines*. Compensation plantings shall be provided by the Owner at no cost to the City.

C. PRIOR TO BUILDING PERMIT ISSUANCE

Parkland Dedication:

1. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development.

D. GENERAL COMMENTS

1. NIL

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

Christopher Heike B.Sc., M.Pl., MCIP, RPP
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
Tel: (905) 874-2422 Fax: (905) 874-3819
christopher.heike@brampton.ca

cc. (via email only):
S. Bodrug, R. da Cunha, W. Kuemmling, D. Quinn

(Note: A digital copy has also been uploaded to Accela.)

May 3, 2021

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

Re: Application to Official Plan and Zoning By-law Amendment – 151 Main Street North - COB
File: OZS-2021-0003

Dear Carmen:

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.

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

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- 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 1,500 kVA if connected to 27.6kV and 500kVA if connected to 13.8kV.

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 20 weeks.

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 plant 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 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

April 29, 2021

Carmen Caruso
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Caruso:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
Sajecki Planning Inc. – Luxor Development Corporation
151 Main Street North
West side of Main St N, north of Queen St W
File: OZS 2021-0003
City of Brampton – Ward 1**

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 an 30-storey mixed use building with 363 residential units, which are anticipated to yield:

- 6 Junior Kindergarten to Grade 8 Students; and
- 5 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	Our Lady of Fatima	298	217	12
Secondary School	Cardinal Leger	1261	1239	6

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

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

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

Yours sincerely,

K. Koops

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

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

Caruso, Carmen

From: Ashkan Matlabi <Ashkan.Matlabi@cn.ca> on behalf of Proximity <proximity@cn.ca>
Sent: 2021/04/22 11:20 AM
To: Caruso, Carmen
Subject: [EXTERNAL]2021-04-22_CN_RES_151 Main Street_ [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021
Attachments: RO_Concept Plan.pdf; Location Map.pdf; RO_Registered Owner's Authorization.pdf; Notice of Application and Request for Comments (April 20, 2021).pdf

Hello Carmen,

Thank you for consulting CN proximity on the subject application. It is noted that the subject site is located in proximity of a CN's Main Line. CN has concerns of developing/densifying residential uses abutting our railway right-of-way. 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 project approval:

- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- 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."

- CN Rail will be seeking to enter into a development agreement with the owner, the registration of an environmental easement on title, as well as registering warning clauses.

CN will review the submitted N&V study report and will provide you with our feedback.

Thank you and don't hesitate to contact me for any questions.

Regards

Ashkan Matlabi, Urb. OUQ.

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

Caruso, Carmen

From: Trdoslavic, Shawntelle
Sent: 2021/05/19 8:45 AM
To: Caruso, Carmen
Cc: BramPlanOnline_Automated
Subject: FW: [EXTERNAL]RE: [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

Good Morning Carmen,

Please find comments from Enbridge below.

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2021/05/19 8:30 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

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

Thank you for your circulation.

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

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman

Municipal Planning Analyst

Long Range Distribution Planning

Caruso, Carmen

From: planification <planification@csviamonde.ca>
Sent: 2021/04/22 4:53 PM
To: Trdoslavic, Shawntelle
Cc: Caruso, Carmen
Subject: [EXTERNAL]RE: [EXTERNE] - [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

Good afternoon,

The Conseil scolaire Viamonde has no comments regarding Official Plan and Zoning By-law Amendment application (File No. OZS-2021-0003) for the development of a 30-storey mixed use building on lands located at 151 Main Street.

Best regards and have a great evening!

Kenny Lamizana

Agente de Planification, Secteur de l'immobilisation, de l'entretien et de la planification
Planning Officer, Building, Maintenance and Planning Department
Conseil Scolaire Viamonde | 116 Cornelius Parkway, Toronto, ON M6L 2K5



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

Envoyé : 21 avril 2021 16:31

À : FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'Alex Martino (alex.martino@peelregion.ca)' <alex.martino@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; Chris Kafel <Chris.Kafel@alecrautilities.com>; Suzanne Blakeman <suzanne.blakeman@peelsb.com>; Nicole Hanson <nicole.hanson@peelsb.com>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; Christopher Fearon <christopher.fearon@canadapost.ca>; Circulations <circulations@wsp.com>; gtaw.newarea@rci.rogers.com; Municipal Planning <municipalplanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; Tony To <Tony.To@metrolinx.com>; Development.Coordinator@metrolinx.com; proximity@cn.ca
Cc : Caruso, Carmen <Carmen.Caruso@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail@brampton.ca>; Drumond, Sonya <Sonya.Drumond@brampton.ca>
Objet : [EXTERNE] - [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** and Applicant Submitted Documents for **OZS-2021-0003** for **151 Main Street**. For more applicant submitted documents please find below the FTP Site login.

If you have any concerns please contact the assigned planner, Carmen Caruso at Carmen.Caruso@brampton.ca

Please note comments are due to Carmen by **May 10, 2021**.

Caruso, Carmen

Subject: FW: [EXTERNAL]RE: [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

Attachments: Metrolinx Environmental Easement, January 2021.pdf

From: Jessica Atuahene-Amankwa <Jessica.Atuahene-Amankwa@metrolinx.com>
Sent: 2021/05/11 10:00 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Cc: Tony To <Tony.To@metrolinx.com>
Subject: [EXTERNAL]RE: [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

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 morning Shawntelle,

Thank you for circulating the application for 151 Main street north to Metrolinx for review. I note the subject lands are located in close proximity to Canadian National (CN) Rail's Halton Subdivision, which carries GO Transit ridership along the Kitchener Line. I understand the applicant is seeking a Zoning By-law Amendment and Official Plan Amendment to construct a 30 storey mixed use building with at-grade retail space and 6 storeys of underground parking. Comments on the application are below:

1. As CN Rail is the owner of the rail corridor, they are the principle rail authority responsible for commenting on matters related to rail safety. Please ensure the application is circulated to CN Rail for comment.
2. The Noise and Vibration Feasibility Report (December 2020) prepared by Cole Engineering Group does not include GO Transit's most up to date rail data forecast. The proponent may obtain the most up to date GO Transit rail data forecast by submitting a request to raildatarequests@metrolinx.com. Please update the report to include a noise assessment with the most up to date GO Transit rail data information.
3. Given the proximity of the proposed residential development to rail corridor (within 300 metres of the railway right-of-way), the following warning clause should be included in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of the proposed residential dwelling: **Warning:** *Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. 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 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 dwellings. 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"*
4. In order to provide clear notification to those who may acquire an interest in properties adjacent to active railway corridors, and to reduce the potential for future land use conflicts, the Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential building, in favour of Metrolinx. I have included a copy of the environmental easement language for information. I request the applicant contact Tony To (tony.to@metrolinx.com) to initiate the easement registration process.

If you have any questions or concerns about the comments please let me know.

Thanks and best regards,

Jessica Amankwa

Project Manager – Third Party Project Review

Metrolinx | Capital Projects Group

30 Wellington Street | Toronto | Ontario |

M: 647.294.9184



Form of Easement

WHEREAS the Transferor is the owner of those lands legally described as [insert legal description] (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 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 with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, 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 (herein collectively called the "**Operational Emissions**").

THIS Easement and all rights and obligations arising from same shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, servants, 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 each party hereto, if more than one person, shall be joint and several.

Easement in gross.

May 10th, 2021

Carmen Caruso
Central Area Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Caruso:

**RE: Application to Amend the Official Plan and Zoning By-law
OZS-2021-0003
Sajecki Planning Inc. - Luxor Development Corporation
151 Main Street North
Northwest corner of Main Street North, and Church Street West
City of Brampton (Ward 1)**

The Peel District School Board has reviewed the above-noted application (363 residential apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12
29	8	4

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
Glendale P.S. (Kindergarten to Grade 5)	287	369	0
Beatty-Fleming Sr. P.S. (Grade 5 to Grade 6)	366	583	0
David Suzuki S.S. (Grade 9 to Grade 12)	1,514	1,554	5

Trustees

Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker
Nokha Dakroub
Will Davies

David Green
Sue Lawton
Brad MacDonald
John Marchant
Kathy McDonald
Balbir Sohi

Director of Education and Secretary to the Board
Colleen Russell-Rawlins

Associate Director – Operations & Equity of Access
Jaspal Gill

Associate Director – Instruction & Equity
Poleen Grewal

Associate Director – School Improvement & Equity
Camille Logan

Associate Director– School Improvement & Equity
Lynn Strangway

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

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years 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. 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."
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.

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

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

Yours truly,

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

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

Caruso, Carmen

From: Trdoslavic, Shawntelle
Sent: 2021/05/10 10:40 AM
To: Caruso, Carmen
Cc: BramPlanOnline_Automated
Subject: FW: [EXTERNAL]RE: [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

Good Morning Carmen,

Please see comments below from Rogers.

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2021/05/10 10:14 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [OZS-2021-0003] Notice of Application and Request for Comments: DUE MAY 10/2021

Rogers Communications Canada Inc, has no objections.

Thank you

Monica LaPointe

Coordinator

gtaw.newarea@rci.rogers.com

Outside Plant Engineering GTAW

3573 Wolfedale Road.

Mississauga ON L5C 3T6

416 913 0693/ 647 643 1446

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: 21-Apr-21 4:31 PM
To: FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'Alex Martino' (alex.martino@peelregion.ca) <alex.martino@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Henry Gamboa

Caruso, Carmen

From: Colleen Bonner <Colleen.Bonner@trca.ca>
Sent: 2021/06/04 3:43 PM
To: Caruso, Carmen
Cc: Anthony Syhlonyk
Subject: [EXTERNAL]FW: [OZS-2021-0003] Notice of Application and Request for Comments: DUE ASAP

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 Carmen,

Please be advised that 151 Main Street N is not located within a Regulated Area under Ontario Regulation 166/06 and is not within an area of high groundwater concern. As such the subject application does not need to be reviewed by TRCA and a permit under Ontario Regulation 166/06 is not required.

TRCA recommends the development conform with TRCA's Stormwater Management Criteria – 2012.

<https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/04/17183809/SWM-Criteria-2012.pdf>

Please feel free to contact me if you have any questions.

Regards,

Colleen Bonner, MES, RPP

Senior Planner | Development Planning and Permits
Development and Engineering Services

T: (416) 661-6600 ext. 5307

E: colleen.bonner@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)

Please note that TRCA's Offices are presently closed to visitors. The plan input and review function continues during the Coronavirus pandemic. In order to reduce the potential of transmission, TRCA requests that development planning and permit applications and materials be submitted digitally in PDF format. Paper submissions are discouraged and may result in extended timeframes for review.

All digital submissions and documents can be submitted to the following e-mail addresses:

Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca

Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.



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

Sent: Thursday, June 3, 2021 2:46 PM

To: Peel Plan <PeelPlan@trca.ca>; Adam Miller <Adam.Miller@trca.ca>; Anthony Syhlonyk