

Results of Application Circulation

OZS-2019-0009

Public Works

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

peelregion.ca

January 23, 2020

David Vanderberg
Planning and Building Division
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2
David.Vanderberg@brampton.ca

**RE: Draft Plan of Subdivision
Shoppers World Brampton
1388688 Ontario Ltd (RioCan Management Inc.)
499 Main Street South
City of Brampton, Ward 3
City File: 21T-19021B / OZS-2019-0009
Region File: 21T-19-021B**

Dear Mr. Vanderberg,

We have received the above noted application for draft plan of subdivision and rezoning which seeks to redevelop the Shoppers World Brampton site into a sustainable and transit-oriented mixed-use neighborhood. We recognize the efforts of this proposal to implement good planning principles and are looking forward to working collaboratively with all stakeholders to achieve these outcomes. To further evaluate the proposed long term multi-phased approach to the site, a staging and implementation strategy developed in consultation with the Region and the City will be required. Conditions of Draft Approval will be provided following the submission of this staging and implementation strategy.

Following a detailed review of the submission material, we offer the comments below to be addressed within the subsequent submissions:

Development Planning:

- Through collaboration with the Region, the City of Brampton and all affected stakeholders, a satisfactory staging and implementation strategy shall be developed by the applicant to demonstrate how requirements will be achieved over the multiple phases. The staging and implementation strategy shall also identify the mechanisms for implementation including Holding Symbols and Agreements that are to be utilized to achieve full buildout. Since full buildout of the site is expected to occur through a phased approach over a period of 25-30 years, the staging and implementation strategy and the mechanisms that will be utilized for each phase of the development will be required prior to the approval of Phase 1 (Building A-1) on Block A;

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- The subject site is located within the Etobicoke Creek Sewershed and drains to the Etobicoke Creek Trunk Sewer which is currently operating at near capacity. The Region has determined that there is available capacity to service Phase 1 (Building A-1) on Block A. However, we are unable to comment on any subsequent phases until a satisfactory staging and implementation strategy together with a satisfactory Functional Servicing Report and associated plans are received for review;
- As per the Growth Plan, 2019, priority transit corridors are intended to be planned in a transit-supportive manner that maximizes the number of potential transit users, be planned to support active transportation, and provide a range and mix of uses and activities. This site is in a strategic growth area, which includes a priority major transit station area that is to be planned to a minimum density of 160 residents and jobs per hectare. The applicant should consider the on-going Major Transit Station Area (MTSA) work being undertaken by the Region and City of Brampton, that would delineate and establish intensification and density targets;
- The proposal should address how the mixed-use development would integrate both employment and residential units with the future planned Hurontario LRT;
- The Master Plan dated September 27th, 2019 submitted in support of the application contemplates a major community use with opportunities for both office and institutional uses. The rationale also considers retail and office uses on the ground floor of mixed-use buildings throughout the site. We are supportive of this mix of uses and encourage additional office uses on site. We look forward to working with City staff and the applicant to identify minimum targets for office uses through the various phases.

Housing

- There are opportunities for the Region and City of Brampton to work with the applicant to determine how the proposal will support the targets of the Regional Council endorsed Peel Housing and Homelessness Plan (PHHP) for low- and middle-income residents;
- Understanding the intent to accommodate a significant number of residents on this site within over 5000 units, we encourage the applicant to consider how housing affordability, tenure, and a mix of housing typologies catering to a broad set of space and cost needs, will be implemented within the proposal;
- Regional staff assessed how the PHHP would apply to the proposed development and determined the following to meet the targets:
 - 10.3% (approximately 500 units) of all housing units within the development available for low-income residents,
 - An additional 13.3% of all housing units (approximately 650 units) within the development available for moderate-income residents,

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- The units built to address low-income needs are expected to be predominantly provided by the public and non-profit sectors, which may require a partnership between these sectors and the private sector, or with the Region of Peel;
- The units identified to address middle-income needs shall be predominantly delivered by the private sector;
- The PHHP also introduces the following tenure and density targets:
 - 25% of all units are to be rental
 - 50% of all units are to be developed in medium- and high-density forms.
- To meet the targets of the PHHP, we encourage the applicant to incorporate rental housing options for low- and moderate-income needs;

Table 1 outlines maximum price points for low- and moderate-income households in Peel.

Table 1: 2018 Affordability Thresholds

	Low Income (Decile 1 - 3)	Moderate Income (Decile 4 - 6)
Total Household Income	Up to \$60,286	\$60,287 to \$108,027
Max. Affordable Ownership Price	\$229,852	\$411,870
Max. Affordable Rental Price	\$1,507	\$2,701

The following information is required to better understand how this site will contribute to the above targets:

- A detailed breakdown of the range and mix of housing units proposed, including tenure and form;
- A strategy for providing affordable housing that addresses low-and moderate-income affordability, tenure (rental vs. ownership) and form (e.g. singles, semis, townhouses, apartments); and
- A staging and implementation strategy that demonstrates how housing targets of the PHHP will be addressed through the phased approach to development of this site.

Public Health

- Through ROPA 27, the Region is implementing the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking;
- A key policy of ROPA 27 is to inform Brampton Council of the health promoting potential of planning applications. As such, City Staff are working collaboratively with the Region to ensure health is considered as part of the review of development applications;

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Street Connectivity

- The concept plan offers a strong street network through the creation of a grid-like street pattern with block sizes that generally range between 80 by 180 m in size. While we encourage block sizes being no larger than 80 by 180m in size, there are opportunities for mid-block connections which result in shorter trip lengths for active transportation (AT) and increase the likelihood that AT Trips will be generated in the area;
 - In 2016, Ward 3 had a 70% driving mode share at AM peak and only a 4% transit mode share for residents of this area. This suggests that the full potential for transit use was not being achieved despite two important transit corridors transecting the ward. To improve this, the applicant should consider active transportation linkages to major transit corridors on Hurontario Street and Steeles Avenue West.
- The Region is supportive of the multi-modal orientation of the development and the prioritization of pedestrians at many locations across the site. We further support that recommended widths for pedestrian and bicycle infrastructure are being used in the proposed road infrastructure as shown in the cross-section designs;
 - Walkability and active transportation are further reinforced through the placement of the built form interface along the major roads. The Region is supportive of the main entrances of the various mixed-use and residential buildings fronting major roads.

Streetscape Characteristics

- The pedestrian realm is enhanced through the addition of sidewalks that are 2.0 metres and greater in widths which achieves both the Region's and accessibility standards;
- Once completed, the Landscape Strategy will be required for review. The following comments are offered to complete the strategy as there are opportunities to:
 - Include pedestrian scaled lighting along all public outdoor areas, pedestrian walkways, plazas and parking areas.
 - Include pedestrian infrastructure (including but not limited to); seating along pathways, weather protection, bicycle parking and bicycle route information.
 - Collate trees with infrastructure to add shade.
 - Enhancing pedestrian infrastructure on Street 3, as pedestrian will use to access High Street;
- Section 7.1.1 of the Master Plan provides guidance for Steeles Avenue West. The applicant should acknowledge that Steeles Avenue is a strategic goods movement corridor as identified in the Region's Goods Movement Strategic Plan. Should the vision for the proposal be for pedestrians to stop and rest/gather along Steeles Avenue West, adequate buffers will be required to instill a sense of place, reduce noise, and ensure safety by meeting clear zone requirements;

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Parking

- After review of the proposed parking on-site, we are supportive of the elimination of surface parking and the long and short-term bicycle parking provided within the buildings. We further encourage the applicant to provide short-term outdoor bicycle parking for residents and visitors to the area;
- Additional opportunities for car sharing and unbundled parking, especially for the blocks in closer proximity to the transit station, should be explored further.

Transportation Planning

- The staging and implementation strategy shall address matters pertaining to the application of sustainable modes of transportation as well as traffic development related requirements to the satisfaction of the Region of Peel;

Sustainable Transportation

- Through the staging and implementation strategy, the applicant is required to reference and consider how the development proposal will advance the objectives of the Region's Sustainable Transportation Strategy within the context of each phase.
- The Region's Sustainable Transportation Strategy identifies a Multi-Use Trail (MUT) along Steeles Avenue West to provide a connection to Etobicoke Creek Trail and a Pedestrian Improvement Corridor along Steeles Ave between McLaughlin Road and Kennedy Road. The active transportation facilities identified in this proposal should align with and provide safe connections to the Region's planned improvements;

Road Safety

- Vehicular, pedestrian, and cyclist volumes at the intersections along Steeles Avenue West and the rest of the study area are expected to increase with the implementation of the Hurontario LRT. The applicant is to consider incorporating safety measures to ensure safe crossings and adequate space to traverse the study area including along "dedicated paths" for pedestrians and cyclists;
- Within the Transportation Study prepared by BA Group and dated September 30th, 2019, figure 7 shows a grade separated pedestrian connection between the Hurontario LRT stop and the Brampton Gateway Terminal. However, the type of crossing detail at this location is currently still under discussions between Metrolinx, Brampton and Regional staff;
- Regional staff look forward to further details regarding traffic calming in the subsequent submissions as identified in the sustainability report and transportation study;

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Transit

- The Transportation Study prepared by BA Group and dated September 30th, 2019 recognizes the Hurontario LRT route may be extended into downtown Brampton through Main street. The study should also consider the potential of a BRT along Steeles Avenue West as envisioned in the City of Brampton's transportation master plan;
- The applicant is to incorporate a sensitivity analysis within the transportation Study to assess the impact on the development proposal should the Hurontario LRT stop be moved to north of Steeles Avenue West;
- While the proximity to Brampton Gateway Terminal gives this development an excellent score as transit supportive, the development should promote the first and last mile connections to the transit terminal by providing direct paths and ensure they are implemented in the early phases of the development as best as possible;

Traffic Development

Access to Regional Roads

- The Region's [Road Characterization Study](#) (RCS) and [Controlled Access By-law](#) are to be mentioned under the planning and policy context of the materials submitted. These documents provide the framework for the Region's access management requirements and shall be referenced in the applicant's reports accordingly;

Street 3 Access onto Steeles Avenue West

- As currently proposed, the Region cannot support the proposed two access scenarios (1. Full move; 2. Right-in/right-out only) of Street 3 onto Regional Road 15 (Steeles Avenue West). Our main concerns and reasonings are:
 - Spacing Limitation
 - Steeles Avenue West abutting the subject site is identified as a commercial connector in the RCS and has a minimum required distance of 100 meters between accesses. The proposed side-by-side access design with existing inbound access of Brampton Gateway Transit Terminal is not supported by the Region.
 - Transit Operation
 - The Brampton Gateway Transit Terminal plays an important role in the broader transit system. Transit priority is key to consider in order to support the future transit-oriented growth. Reducing and separating site generated vehicular traffic operation from the transit inbound access on Steeles Ave. is an effective approach to reduce transit interference and transit delay.
 - Goods Movement Corridor
 - Steeles Avenue is a strategic goods movement corridor as identified in the Region's Goods Movement Strategic Plan. Heavy vehicles share a significant percentage in the background traffic.

As such, it is important to reduce vehicular conflict points when possible to limit the interruption to the through heavy vehicles.

Street 2 Access onto Steeles Avenue West

- The Region supports the vehicular access onto Regional Road 15 (Steeles Avenue West) for Street 2;
- A dual left-turn lane warrant analysis is required at this intersection;

Background Traffic Volumes

- It would be beneficial to contact the City of Brampton planning staff regarding the tertiary plan for the lands on Steeles Ave. W, between Malta Ave. and Lancashire Lane;

Land dedication requirement

- Please note the land dedication requirement on Steeles Avenue West along the subject property is 27 metres measured from centreline of the road allowance;
- 15 metre by 15 metre daylight triangles are required at the intersection of Steeles Avenue and Lancashire Lane;
- 0.3 reserve is required along Steeles Avenue and the daylight triangles;

Development Services Engineering

- The Region does not have any water and wastewater capacity concerns to service Phase 1 (Building A-1) on Block A of the proposed development;
- The staging and implementation strategy shall address site servicing related requirements to the satisfaction of the Region of Peel prior to approval of Phase 1 (Building A-1) on Block A;

We acknowledge receipt of the Functional Servicing Report by Counterpoint Engineering Inc Dated September 26th, 2019 for 1388688 Ontario Ltd. (RioCan Management Inc.) and confirm that we have the following comments:

- The Functional Servicing Report is not acceptable to the Region of Peel. The report will need to be revised based on our comments below and resubmitted for review and comment.

Watermains

- The proposed development is situated within Pressure Zone 5;
- Municipal water infrastructure in the vicinity of the subject development consists of:
 - 900mm diameter transmission main on Steeles Avenue West;
 - 400mm diameter watermain on Steeles Avenue West;
 - 400mm diameter watermain on Hurontario Street and;
 - 300mm diameter watermain on Charolais Boulevard;

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- The report does not provide information on watermain sizing within the proposed development, nor does it provide clear information on the phasing strategy for the subject property;
- Concept Plan drawing No. CP1 indicates proposed public streets network where the existing mall structure impacts all Public Streets;
- Servicing of the proposed first phase (Building A-1) can be an issue as the existing mall building structure falls within the limits of proposed Public Street 2;
- The proposed population is not within the Region's Planning growth scenario (Scenario 16). A hydrant flow test is required on Steeles Avenue, Hurontario Street, and Charolais Boulevard to further validate the available fire flow;
- The information on the size of the proposed water service to Building A-1 is required;
- The Region does not have any significant concerns regarding water servicing of Building A-1 on Block A of the proposed development.
 - Additional details however, such as a satisfactory staging and implementation strategy together with information regarding the size of the watermains within all proposed public streets and watermain looping requirements for each phase are needed for the Region to further comment on the development beyond phase 1 (Building A-1) on Block A.

Sanitary Sewers

- Municipal sanitary sewer facilities consist of:
 - 525mm diameter sanitary sewer on Steeles Avenue West and;
 - 375mm sanitary sewer within an easement crossing the Shoppers World property between Charolais Boulevard to the north and Bartley Bull Parkway to the east of the subject property.
- The proposed development is located within the Etobicoke Creek Sewershed and ultimately discharges to GE Booth Wastewater Treatment Facility;
- There are no planned improvements by the Region to the local sanitary sewer in the vicinity of the subject property. However, there is an ongoing Class Environmental Assessment (EA) Study by the Region on Etobicoke Creek Trunk Sanitary Sewer downstream of the subject site. The Class EA will identify alternatives and select a preferred solution that addresses issues of sewer capacity. The EA is scheduled to be completed in Spring 2020. The preferred alternative in the EA will consider the ultimate scenario proposed within the 499 Main Street FSR;
- The FSR report does not provide clear information on the phasing strategy for the subject property;
- Concept Plan drawing No. CP1 indicates proposed public streets network where the existing mall structure impacts all Public Streets;

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- Servicing of the proposed first phase (Building A-1) on Block A can be an issue as the existing mall building structure falls within the limits of proposed Public Street 2;
- Engineering drawing GP3 illustrates that two legs of existing sanitary sewer on Bartley Bull Parkway will need to be replaced. Please note that the upgrades must be extended to three legs of sewer;
- The Region does not have any significant concerns regarding wastewater servicing of Building A-1 on Block A of the proposed development as the existing system has the capacity to convey flow from phase 1;
 - However, confirmation on the staging and implementation strategy together with plans showing the relocation of existing sanitary sewer system within the subject lands and how it relates to each phase is required for the Region to further comment on the development beyond phase 1 (Building A-1) on Block A.

Storm Sewers (Stormwater Management)

- The storm sewer infrastructure on Steeles Avenue West consists of 375mm diameter storm sewer;
- The storm sewer connection to Steeles Avenue West will not be permitted; stormwater management is required to be dealt within the boundaries of the subject site;

Waste Management

- All multi-residential and stacked townhouse units would be eligible to receive Region of Peel front-end waste collection of garbage and recycling provided that the requirements outlined in Section 2.0 and 4.0 of the waste collection design standards manual are met;
- All townhouse units would be eligible to receive Region of Peel curbside cart-based waste collection of garbage, recycling, and organics provided that the requirements outlined in Sections 2.0 and 3.0 of the Waste Collection Design Standards Manual are met;
- Retail and Employment units will be required to receive private waste collection;
- This site is not within the vicinity of a landfill;
- For more information, please consult the Waste Collection Design Standards Manual available at: <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

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Conclusion

Thank you for providing us with the opportunity to review the above noted development proposal. We trust that these comments are of assistance and are looking forward to working collaboratively with all stakeholders to evaluate the multiple phase approach for the site. We further advised that additional comments will be provided following the receipt of updated materials and subsequent discussions with the Region and City of Brampton regarding the development of an appropriate staging and implementation strategy.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093, or by email at: patrick.amaral@peelregion.ca

Yours truly,



Patrick Amaral MES (PI)
Junior Planner
Development Services, Region of Peel

CC: John Hardcastle, Interim Director, Region of Peel
Althaf Farouque, Interim Manager, Region of Peel

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10 Peel Centre Dr.
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L6T 4B9
tel: 905-791-7800

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May 21, 2020

David Vanderberg
Planning and Building Division
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2
David.Vanderberg@brampton.ca

**RE: Affordable Housing Comments
Draft Plan of Subdivision / Zoning by-law Amendment
Shoppers World Brampton
1388688 Ontario Ltd (RioCan Management Inc.)
499 Main Street South
City of Brampton, Ward 3
City File: 21T-19021B / OZS-2019-0009
Region File: 21T-19-021B**

Dear Mr. Vanderberg,

Further to our affordable housing comments provided on January 23, 2020. Please find additional information below to assist the applicant in preparing the phasing and strategy for the provision of affordable housing as part of the Shoppers World Redevelopment. These additional details also advise on Regional initiatives and opportunities that may be considered in developing the strategy.

The following information is required to better understand how this site will contribute and support the targets of the Regional Council endorsed Peel Housing and Homelessness Plan (PHHP):

- A detailed breakdown of the range and mix of housing units proposed, including tenure and form;
- A strategy for providing affordable housing that addresses low-and moderate-income affordability, tenure (rental vs. ownership) and form (e.g. singles, semis, townhouses, apartments); and
- Detailed information on project phasing, including affordable housing provision at each phase.

Contribution to Regional housing needs

Given the size and nature of the proposed Shoppers World development, including the opportunity to redevelop a large parcel into a new, complete, transit-accessible mixed-use community, Regional staff request a contribution be made towards the following housing needs identified:

- 10% of units should be affordable to low-income residents (making a household income of less than \$61,600)
 - May occur through partnerships with non-profits or the Region
- 13% of units should be affordable to moderate-income residents (making a household income of less than \$110,500)

- Minimum 25% rental housing
- Minimum 50% medium and high-density forms (townhouse and apartment forms)
- The development should include a larger percentage of family-sized units

Initiatives and Opportunities

In order to address the above noted housing needs within the Shoppers World redevelopment, the applicant may consider a donation of land or units to the Region to be used for affordable housing. Regional staff would be interested in working with the applicant to establish the terms of such a donation.

In collaboration with the City of Brampton staff, Regional staff are currently developing a draft Affordable Housing Incentives Pilot Program, which will be considered by Regional Council in mid-2020. The Pilot Program is anticipated to offer financial incentives to build affordable rental housing in Peel. Stakeholders including the applicant were invited to a consultation on May 12, 2020 to learn more about the draft program.

Further, as part of the implementation of the PHHP, the Region is working with the local municipalities to establish a framework for inclusionary zoning in Peel. Inclusionary zoning requires that a certain percentage of units in developments with 10 or more residential units be made affordable and maintained as affordable over time.

External funding

Regional staff encourage the applicant to consider all available sources of funding available for affordable housing, including Canadian Mortgage and Housing Corporation Rental Construction Financing program.

The above represents the housing needs as reflected in the Peel Housing Strategy and Regional targets in the Council-endorsed Peel Housing and Homelessness Plan, 2018-2028. We look forward to working collaboratively with all stakeholders and welcome any opportunity to discuss these comments in further detail.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093, or by email at: patrick.amaral@peelregion.ca

Yours truly,



Patrick Amaral MES (PI)
Development Services, Region of Peel

CC: Althaf Farouque, Interim Manager, Region of Peel

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

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November 22, 2019

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: David VanderBerg

Re: Notice of Application and Request for Comments
SvN Architect + Planners – RioCan Management Inc
499 Main Street South (Shoppers World Mall)
City File Number: OZS-2019-0009
Alectra EP File: F4-226

Dear David,

As per your request for comments regarding the above project, we respond as follows:

- The applicant is requested to provide Alectra Utilities with proposed schedule of the development. Progress meetings are to be scheduled with Alectra Utilities.
- There is capacity on the existing 27.6 kV system for the proposed development (assuming approximately 15 MW of loading). This is subject to change with updated proposals which may alter Alectra Utilities requirements.
- Alectra Utilities System Planning Department requests detailed loading and phase timing as it becomes available.
- Phasing of the development will determine requirements for feeder extension.
- The applicant will be responsible for costs associated with feeder extension to supply the development.
- Composite Utility Plans, identifying electrical loading and timelines to be completed prior to the commencement of this project.
- The applicant will be responsible for all costs associated with providing temporary loop (back-up) supply due to phasing of this development.
- The applicant is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions.

- Alectra Utilities will supply one point of connection per legally severed lot. The applicant will need to design this and any future additions from a single distribution point.
- Above grade vaults only to be allowed within this development.
- Above grade vaults to be installed in compliance with Alectra Utilities conditions of service and Alectra Utilities standards.
- 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.
- Easements are to be registered prior to final draft plan approval.
- Road cross-sections must be prepared by the applicant for review by Alectra Utilities in advance. This must include all hard services, below and above grade installations including landscaping details.
- Alectra Utilities is requesting to provide comments on non-standard road cross-sections being proposed.
- A complete site inventory is required for existing elements on the proposed site (trees, buildings, easements, roads, etc.).
- Applicant will be responsible for the coordination, removal and alterations of Alectra Utilities related plant on or within proximity to the site as deemed necessary by Alectra Utilities.
- Applicant will be responsible for all costs associated with removing existing Alectra Utilities infrastructure internal to this development.
- Applicant will be responsible for all costs associated with relocating existing external infrastructure to accommodate the new development.
- Applicant must contact the Alectra Utilities ICI & Layouts Department for standards requirements for service to buildings. This must be done within the site plan approval stage and followed through as the building design develops.

- Separate site plan approvals will take precedence over the full development as Alectra Utilities will be able to comment more specifically on each site plan as details will become known.
- All expansions for Shoppers World required along the Light Rail Transit corridor will be installed within the project scope and timelines as set out by the awarded Alectra Utilities contractor.
- The above comments are preliminary and do not guarantee a supply to the proposed new buildings. If their application is approved, and this applicant wishes to proceed with their hydro servicing, please advise the applicant to contact Alectra Utilities ICI & Layout Department regarding permanent electrical supply to the proposed new buildings as soon as possible. Equipment delivery times may take up to 20 weeks.
- All comments from Alectra Utilities are not exhaustive in nature and may change as time nears the “approval for construction” phase and during construction.

If you have any questions or concerns, feel free to contact me at 416.819.4975.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions

November 8, 2019

David VanderBerg
Central Area Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. VanderBerg:

Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
SvN Architects + Planners – RioCan Management Inc.
File: 21T-19021B (OZS 2019-0009)
499 Main Street South (Shoppers World Mall)
City of Brampton – Ward 10

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

The applicant proposes the development of 4,880 units (155 townhouse and 4,725 apartment/mixed use) which are anticipated to yield:

- 97 Junior Kindergarten to Grade 8 Students; and
- 78 Grade 9 to Grade 12 Students

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Bishop Francis Allen	377	260	8
Secondary School	Cardinal Leger	1277	1239	6

A boundary change may be required at the affected schools to accommodate the anticipated number of students from this development.

The Board requests that the following condition be incorporated in the conditions of draft approval:

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

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

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

Yours sincerely,



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

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

David Vanderberg, Central Area Planner
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
(via email: david.vanderberg@brampton.ca)

December 16, 2019

Re: OZS-2019-0009
499 Main Street South (Shoppers World Mall)
City of Brampton

Dear Mr. Vanderberg,

Metrolinx is pleased to provide comments regarding the subject application to amend the Zoning By-law and for Draft Plan of Subdivision for the proposed development located in the northwest corner of Main Street South and Steeles Avenue, in the City of Brampton. It is noted that the subject application proposes the redevelopment of 499 Main Street South to a new mixed-use, urban community consisting of approximately 5000 residential units, retail space, office space, community/institutional space, and an expansion of parks and public spaces and streets.

PROXIMITY OF SUBJECT LANDS TO HURONTARIO LIGHT RAIL TRANSIT (LRT) LINE

The subject lands are located within close proximity to the planned LRT line that is being designed to operate at surface level within the Hurontario Street right-of-way, and is proposed to be at the northwest limit of the Brampton Gateway Terminal. In October 2019, Metrolinx and Infrastructure Ontario (IO) have officially announced the winning bidder for the Hurontario LRT project. Mobilinx, the winning team, will design, build, finance, operate, and maintain the new transit project for a 30-year term.

PLANNING POLICY WITHIN THE CONTEXT OF THE DELIVERY OF THE LRT

When considering the subject applications within the context of the Hurontario LRT that is actively being implemented, Metrolinx has particular regard for, in part, the following policies:

Planning Act

"2. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(h) the orderly development of safe and healthy communities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;"

Provincial Policy Statement

"1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

(b) infrastructure, electricity generation facilities and transmission and distribution systems, multimodal transportation systems, public service facilities and waste management systems;"

"1.6.1 ***Infrastructure***, electricity generation facilities and transmission and distribution systems, and *public service facilities* shall be provided in a coordinated, efficient and cost-effective manner...b)available to meet current and projected needs"

"1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process."

GENERAL COMMENTS

Metrolinx does not have an objection to the division of land and proposed land use and performance provisions in principle. Rather, intensification along transit corridors is encouraged where it is implemented in a manner that conforms and is consistent with provincial, regional and local planning policies. However, Metrolinx does have concerns with respect to the potential design and timing impacts that the proposed intensified development may have on the design and implementation of the LRT project. Specifically, there are concerns with potential utility conflicts located within the Hurontario Street and Steeles Avenue road allowances immediately adjacent to the subject property, the future lane realignment of Main Street South, coordination of construction works for the proposed development with that of the LRT project, and ensuring the orderly development of land and transit so as to safeguard the timely delivery of the LRT/transit first, which the subject

proposal is, in part, predicated upon. It is noted that Metrolinx and its contractors will be utilizing the Hurontario Street right-of-way, and its intersections, during the project's construction period. Based on the location of the subject property, there is the strong potential for construction coordination and traffic staging conflicts. Further to these concerns, it is noted that the proposed development is reliant on the timely implementation and long-term operation of the LRT project, as noted in the Master Plan:

- Decreased Reliance on Private Automobiles: The master plan has been designed on the principle of transit first (Section 4.3 Sustainability, Master Plan, Urban Design Guidelines & Planning Rationale);
- The proposed development is seeking parking rates that are less than what is currently required in the HMU1 zone. The proposed rates reflect trends towards lower car ownership and the anticipated ridership created by the development for the Hurontario LRT (Section 5.9.6 Parking, Sustainability, Master Plan, Urban Design Guidelines & Parking Rationale).

DRAFT PLAN OF SUBDIVISION COMMENTS

Given the aforementioned comments inclusive of the cited sections of the Planning Act, the Provincial Policy Statement, as well as Section 5.9 of the City of Brampton's Official Plan, it is requested that the following be included as part of the conditions of draft plan approval.

Zoning

1. The Owner shall agree that the lands within this Draft Plan of Subdivision shall be appropriately zoned by a Zoning By-law that has come into effect in accordance with the provisions of the Planning Act. The Holding provisions of Section 36 of the Planning Act may be used in conjunction with any zone category to be applied to the subject lands in order to ensure that development does not occur until such time as the Holding "H" symbol is removed in accordance with the provisions of the Planning Act. The Zoning By-law Amendment shall specify the terms under which Council may consider the removal of the Holding "H" symbol, in accordance with Official Plan policy. Said terms may include:
 - i) The Owner shall work with and complete a Metrolinx and Mobilinx Technical Review of its project to ensure that proposed works do not impact the design or delivery of the Hurontario LRT. This condition shall be satisfied when Metrolinx provides written acknowledgement that the Owner has satisfied all of the requirements and conditions arising out of the Technical Review.
 - ii) The Owner shall enter into one or more Construction Agreement(s) with Metrolinx or Mobilinx, as may be required by Metrolinx, in the case of phased or staged construction. This condition shall be satisfied when Metrolinx provides

written acknowledgement that the Owner/Developer has entered into the necessary Construction Agreement(s).

- iii) The removal of the "H" represents a logical and orderly progression of development that will not impede the delivery of the Hurontario Light Rail Transit system and that of the adjacent Gateway terminal station/stop and associated works, as well as satisfies all City Holding provision requirements.

ZONING BY-LAW AMENDMENT

Pursuant to Section 36 of the Planning Act, it is requested that a Holding provision "H" apply to the site specific ZBA, that include the following Metrolinx conditions prior to its removal:

1. The Owner shall work with and complete a Metrolinx and Mobilinx Technical Review of its project to ensure that proposed works do not impact the delivery of the Hurontario LRT. This condition shall be satisfied when Metrolinx provides written acknowledgement that the Owner has satisfied all of the requirements and conditions arising out of the Technical Review.
2. The Owner shall enter into one or more Construction Agreement(s) with Metrolinx or Mobilinx, as may be required by Metrolinx, in the case of phased or staged construction. This condition shall be satisfied when Metrolinx provides written acknowledgement that the Owner/Developer has entered into the necessary Construction Agreement(s).
3. The removal of the "H" represents a logical and orderly progression of development that will not impede the delivery of the Hurontario Light Rail Transit system and that of the adjacent Gateway terminal station/stop and associated works, as well as satisfies all City Holding provision requirements. .

It is kindly requested that Metrolinx be circulated future revisions of the subject application for review and commenting purposes. Should you have any questions or concerns, please contact me at 416.902.0157 or via email at tony.to@metrolinx.com

Metrolinx Hurontario LRT Project Website

<http://www.metrolinx.com/en/projectsandprograms/projectpages/Hurontario.aspx>

Sincerely,



Tony To
Project Officer, Third Party Projects Review
Metrolinx
20 Bay Street | Suite 600 | Toronto | M5J 2W3

T: 416.202.0809 C: 416-902-0157



cc. Andrew Harper, Senior Manager, Third Party Projects Review, Metrolinx
Adam Snow, Manager, Third Party Projects Review, Metrolinx
Rob Dolezel, Manager, Hurontario LRT, Metrolinx
Amal Mustafa, Advisor (A), Hurontario LRT, Metrolinx

February 10, 2020

CFN 62591.01

BY EMAIL: daniel.watchorn@brampton.ca

Mr. Daniel Watchorn, Development Planner
Planning and Development Services
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Mr. Watchorn:

**Re: Draft Plan of Subdivision & Zoning By-law Amendment Applications – OZS-2019-0009
499 Main Street South
Lot 1, Concession 1, W.H.S.
City of Brampton
RioCan Management Incorporated (Agent: SvN Architects & Planners)**

This letter will acknowledge receipt of your circulation for the above noted Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications, which includes the following documents:

- Cover Letter, dated October 2, 2019, prepared by SvN;
- Draft Plan of Subdivision, Drawing No. A1, dated September 26, 2019, prepared by SvN;
- Functional Servicing and Stormwater Management Report, dated September 26, 2019, prepared by Counterpoint Engineering;
- Preliminary Hydrogeological Assessment, dated December 5, 2019, prepared by Pinchin Ltd.;
- Site Statistics, Drawing No. A100.S, dated September 26, 2019, prepared by Quadrangle;
- Concept Plan, Drawing No. A101.S, dated September 26, 2019, prepared by Quadrangle.

Thank you for the opportunity to review and provide comments. As per the "Living City Policies for Planning and Development within the Watersheds of the TRCA" (LCP), staff provides the following comments as part of TRCA's commenting role under the *Planning Act*, the Authority's delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2014); TRCA's Regulatory Authority under O. Reg. 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

Purpose of the Application

It is our understanding that the purpose of the above noted Draft Plan of Subdivision and ZBLA is to permit the redevelopment of the Shoppers World Mall for a new mixed-use urban community. We understand the proposal will include approximately 5,000 dwelling units; 44,647 sq. m of retail space; 35,569 sq. m of office space; 8,195 sq. m of community/institutional space; the expansion of Kaneff Park; a new network of parks, public spaces, and community buildings; and a new street network within the development with a combination of public and private streets.

O. Reg. 166/06

The subject lands are located in the nearby vicinity of Etobicoke Creek. However, the subject lands are located outside of TRCA's Regulated Area. As such, a TRCA permit will not be required pursuant to O. Reg. 166/06 for the proposed development.

Comments

Functional Servicing & Stormwater Management

1. It is noted that the level of imperviousness in the proposed post-development scenario is lower than the existing condition and the site discharges to the existing storm sewers. The Functional Servicing and Stormwater Management Report (FSR) indicates that the applicant will provide some level of control. As the site discharges to the municipal storm sewer, TRCA staff defer the review of quantity control measures to City staff.
2. The FSR indicates that each private development block will provide block level quality control measures that achieve 80% TSS removal, which will be provided at the Site Plan Application stage. This approach is acceptable.
3. The FSR indicates that there is approximately 4.11 ha of public roadway lands that will be treated using Low Impact Development (LID) and a publicly owned oil/grit separator (OGS) or filtration unit to achieve 80% TSS removal. We understand this aspect of the stormwater management strategy will be reviewed when the detailed engineering plans are submitted. This approach is acceptable
4. The FSR mentions that each private development block will provide water balance control measures to ensure retention of the first 5 mm of runoff from the impervious area at the Site Plan Application stage. This approach is acceptable.
5. The FSR indicates that the water balance requirement for the public roadway will be achieved by the proposed LID measures that will be used to provide water quality treatment of runoff generated from the public roadways. This approach is acceptable.

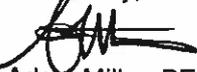
Hydrogeology

6. Section 4.6.6 of the FSR provides recommendations on water balance. We understand best efforts will be made to retain the first 5 mm of precipitation through evapotranspiration, infiltration or water re-use. The site is presently in an impermeable state and additional infiltration in the post-development scenario will help re-establish the groundwater recharge function that may have been lost when the site was originally developed. Based on our review of the Hydrogeology Report and FSR we have no concerns from a hydrogeological perspective. It is staff's expectation that groundwater level monitoring will continue as recommended in the Hydrogeology Report.

Recommendation

Based on the above noted comments, TRCA staff has **no objection** to the above noted Draft Plan of Subdivision and ZBLA applications as currently submitted. We trust these comments are of assistance. Should you have any further questions or comments, please do not hesitate to contact the undersigned.

Yours truly,



Adam Miller, BES, MCIP, RPP
Senior Planner
Development Planning & Permits
Extension 5244
/am

cc: Kelly Graham, SvN Architects & Planners: kgraham@snn-ap.com

September 11th, 2020

Daniel Watchorn
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Watchorn:

**RE: Proposed Application to Amend the Zoning By-law and for
Draft Plan of Subdivision
Revised Submission - 0ZS-2019-0009
SvN Architects + Planners – RioCan Management Inc
499 Main Street South (Shoppers World Mall)
Northwest corner of Main Street South and Steeles Avenue
City of Brampton (Ward 3)**

The Peel District School Board has reviewed the above-noted application (136 townhouse units, 4,590 apartment units, totaling 4,726 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

491	K-5
211	6-8
212	9-12

The students generated are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Ridgeview P.S.	654	784	0
Centennial Sr. P.S.	747	855	0
Brampton Centennial S.S.	1,256	1,380	0

Trustees

Brad MacDonald, Chair
David Green, Vice-Chair
Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker

Nokha Dakroub
Will Davies
Sue Lawton
John Marchant
Kathy McDonald
Balbir Sohi

Interim Director of Education and Secretary

Jaspal Gill

Associate Director, Instructional & Equity Support Services

Poleen Grewal

Associate Director, Operational Support Services

Jaspal Gill

Associate Director, School Support Services

Mark Haarmann

Based on the number of units proposed for this development and the anticipated student yield, **the Board will require a new elementary school site** to adequately service this community. The new school site is to be made available in the first phases of development and in a location central to the community.

The Board typically requires 3.24 ha (8 acres) for an elementary school site. However, considering the density of the proposed development site, the Board understands that a typical standard 3.24 hectare (8 acre) school site may not be possible. The Board believes there are alternative innovative solutions that could further be explored and would appreciate the opportunity to continue meeting with the City and the applicant to discuss potential long-term solutions for accommodating students from this development.

The Board requires the elementary school site to be located on one continuous parcel. As shown on the concept plan, 'Street 2' dividing Community Hub/ Park Block B and Block E does not meet the requirements of the Board.

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 developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.
3. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any units in 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 Board."

4. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of a school on the school block.
5. The applicant is required to provide site development plans for the school site area indicating the location of the required facilities.
6. Prior to registration of the plan, the City requires that satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of the school block designated in the plan for public school purposes.
7. A clause and securities be included in the servicing agreement which prohibits the stockpiling of any soils or material on the school block.
8. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the School Accommodation Department prior to their establishment on the proposed school site.
9. The applicant will ensure that Community mailboxes are not located along the frontage of the school block.

An addition, portables, boundary change and/or school re-organization may be required at the affected school(s) to accommodate the anticipated number of students from this development.

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
K. Koops, Dufferin-Peel Catholic District School Board (e-mail only)

Watchorn, Daniel

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2020/02/12 10:44 AM
To: Watchorn, Daniel
Subject: [EXTERNAL]RE: OZS-2019-0009 Notice of Application and Request for Comments

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

ENBRIDGE GAS INC.

TEL: 416-495-5386
500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com

Safety. Integrity. Respect.

From: Watchorn, Daniel <Daniel.Watchorn@brampton.ca>
Sent: Wednesday, February 12, 2020 10:32 AM
To: christopher.fearon@canadapost.ca; Municipal Planning <MunicipalPlanning@enbridge.com>; circulations@mmm.ca; gtaw.newarea@rci.rogers.com
Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Subject: [External] FW: OZS-2019-0009 Notice of Application and Request for Comments

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Hello,

Further to the request for comments sent on November 1, 2019 below, please let me know if you have any comments on this development application.

Thanks,

Dan Watchorn, B.ES

Planner 1, Planning & Development Services
City of Brampton | 2 Wellington Street West | L6Y 4R2
P: 905-874-2953 | TTY: 905-874-2130 | daniel.watchorn@brampton.ca



From: Trdoslavic, Shawntelle

Sent: 2019/11/01 1:19 PM

To: gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'John Hardcastle' <John.Hardcastle@peelregion.ca>; Amaral, Patrick <patrick.amaral@peelregion.ca>; alex.martino@peelregion.ca; 'Branko Vidovic' <Branko.vidovic@peelsb.com>; 'stephanie. cox' <stephanie.cox@dpcdsb.org>; Henry Gamboa <Henry.Gamboa@alecrautilities.com>; Municipal Planning <MunicipalPlanning@enbridge.com>; landuseplanning@hydroone.com; circulations@mmm.ca; Adam Miller <Adam.Miller@trca.ca>; caroline.woodland@trca.ca; planification@cscmonavenier.ca; Amal.Mustafa@metrolinx.com; Drumond, Sonya <Sonya.Drumond@brampton.ca>; Development.Coordinator@metrolinx.com

Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>

Subject: OZS-2019-0009 Notice of Application and Request for Comments

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

Please note: Comments are due by **November 22, 2019**

A copy of the full submission package can be found on the City's website

at: <http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2019-0009>

If you have any concerns please contact the assigned Planner, David Vanderberg at David.Vanderberg@brampton.ca

Thank you and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning & Development Services Dept.

905.874.3453

shawntelle.trdoslavic@brampton.ca

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



CANADA POST
2701 RIVERSIDE DRIVE SUITE N0820
OTTAWA ON K1A 0B1

CANADAPOST.CA

POSTES CANADA
2701 PROM RIVERSIDE BUREAU N0820
OTTAWA ON K1A 0B1

POSTESCANADA.CA

October 18, 2020

David VanderBerg

Development Planner
The City of Brampton
Planning & Development Services
2 Wellington St W
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**
Application to Amend the Zoning By-Law and Draft Plan of Subdivision
SvN ARCHITECTS + PLANNERS
RIOCAN MANAGEMENT INCORPORATED
499 Main Street South (Shoppers World Mall)
City File Number: **OZS-2019-0009**

Canada Post Corporation appreciates the opportunity to comment on the above noted applications and we have no objections to their approval. We have reviewed the proposal and we have determined that the proposed **mixed use development project** will be serviced via a combination of **Community Mailboxes** and **mailrooms**.

In order to establish mail service to the +/- **155 townhouse units**, the yet to be defined **retail units**, the yet to be defined **commercial/office units** and the **community/institutional units** we request that the following standard comments be included in the subdivision's Conditions of Draft Approval:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton;
- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of

each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post;

With respect to the **apartment units**, Canada post requires:

- The owner/developer to provide a rear-loaded lock-box assembly which will be owned and maintained by the owner/developer and must be erected in a centralized location. As per our revised National Policy, no retail units will receive delivery to the door. *For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.*
- The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

As the project nears completion, it is requested that the Developer contact me directly to communicate the first occupancy date at which time Postal Coding will be provided. Existing postal coding will not apply.

The complete guide to Canada Post's Delivery Standards can be found at:

https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned

Regards,

Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
905-206-1247 ext. 2027
christopher.fearon@canadapost.ca

Watchorn, Daniel

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2020/04/01 4:35 PM
To: Watchorn, Daniel
Cc: GTAW New Area
Subject: [EXTERNAL]FW: OZS-2019-0009 Notice of Application and Request for Comments
Attachments: Notice of Application and Request for Comments (External) (November 1, 2019)-1.pdf

Hi Daniel

Apologies for the delayed response.

Rogers has no objections.

Prior to registration of the Plan of Subdivision, the developer/owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telecommunications companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the developer/owner will cause these documents to be registered on title.

Prior to registration of the plan of subdivision, 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 Subdivision, as well as the timing and phasing of installation.

Debbie Purves
System Planner

Outside Plant Engineering
3573 Wolfedale Rd
Mississauga, ON L5C 3T6

Debbie.purves@rci.rogers.com
416-305-0466



From: Watchorn, Daniel [mailto:Daniel.Watchorn@brampton.ca]
Sent: Wednesday, February 12, 2020 10:32 AM
To: christopher.fearon@canadapost.ca; Municipal Planning <municipalplanning@enbridge.com>; circulations@mmm.ca; GTAW New Area <gtaw.newarea@rci.rogers.com>

Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>

Subject: FW: OZS-2019-0009 Notice of Application and Request for Comments

Hello,

Further to the request for comments sent on November 1, 2019 below, please let me know if you have any comments on this development application.

Thanks,

Dan Watchorn, B.ES

Planner 1, Planning & Development Services

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

P: 905-874-2953 | TTY: 905-874-2130 | daniel.watchorn@brampton.ca



From: Trdoslavic, Shawntelle

Sent: 2019/11/01 1:19 PM

To: gtaw.newarea@rci.rogers.com; christopher.fearon@canadapost.ca; FarouqueAlthaf <althaf.farouque@peelregion.ca>; 'John Hardcastle' <John.Hardcastle@peelregion.ca>; Amaral, Patrick <patrick.amaral@peelregion.ca>; alex.martino@peelregion.ca; 'Branko Vidovic' <Branko.vidovic@peelsb.com>; 'stephanie. cox' <stephanie.cox@dpcdsb.org>; Henry Gamboa <Henry.Gamboa@alectrautilities.com>; Municipal Planning <MunicipalPlanning@enbridge.com>; landuseplanning@hydroone.com; circulations@mmm.ca; Adam Miller <Adam.Miller@trca.ca>; caroline.woodland@trca.ca; planification@cscmonavenier.ca; Amal.Mustafa@metrolinx.com; Drumond, Sonya <Sonya.Drumond@brampton.ca>; Development.Coordinator@metrolinx.com

Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>

Subject: OZS-2019-0009 Notice of Application and Request for Comments

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

Please note: Comments are due by **November 22, 2019**

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at: <http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2019-0009>

If you have any concerns please contact the assigned Planner, David Vanderberg at David.Vanderberg@brampton.ca

Thank you and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning & Development Services Dept.

905.874.3453

shawntelle.trdoslavic@brampton.ca

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