



Agenda  
Planning & Development Committee  
The Corporation of the City of Brampton

**Date:** Monday, May 6, 2024  
**Time:** 7:00 p.m.  
**Location:** Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall  
**Members:** Regional Councillor M. Palleschi - Wards 2 and 6  
Deputy Mayor Singh - Wards 9 and 10  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
Regional Councillor N. Kaur Brar - Wards 2 and 6  
Regional Councillor D. Keenan - Wards 3 and 4  
Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor G. Toor - Wards 9 and 10  
City Councillor R. Power - Wards 7 and 8  
Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:  
Gagandeep Jaswal, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)

Note: Meeting information is also available in alternate formats upon request.

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1. Call to Order

2. Approval of Agenda

3. Declarations of Interest under the Municipal Conflict of Interest Act

4. Consent Motion

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. Statutory Public Meeting Reports

5.1 Staff Presentation re: Application to Amend the Official Plan and Zoning By-law and a Draft Plan of Subdivision, Glen Schnarr and Associates Inc., CSCW 2084 Venture Inc., CL5R Inc., CSCW 740 Inc., and CS0006 Venture Inc., Ward 10, File: OZS-2022-0015

To Facilitate: The development of a subdivision of 273 residential units, an elementary school block, park block, and natural heritage system blocks.

Location: 0, 10742, 10778, 10786 Clarkway Drive & 0 Countryside Drive

Staff: Arjun Singh, Planner, Development Services

*Recommendation*

5.2 Staff Presentation re: Application to Amend the Official Plan and Zoning By-law, Gagnon Walker Domes Ltd., on behalf of 2391057 Ontario Inc., 0 Father Tobin Road, Ward 9, File: OZS-2024-0011

To Permit: The development of 131 residential back-to-back stacked townhouses.

Location: 0 Father Tobin Road

Staff: Harjot Sra, Planner, Development Services

*Recommendation*

6. Public Delegations (5 minutes maximum)

- 6.1 Possible Delegations re: Proposed Site Specific Amendment to the Sign By-law 399-2002, as amended, Rail Bridge Overpass Banner Signs, Wards 1, 3, and 8

*To be received.*

(See Item 7.1)

## **7. Staff Presentations and Planning Reports**

- 7.1 Staff Report re: Proposed Site Specific Amendment to the Sign By-law 399-2002, as amended, Rail Bridge Overpass Banner Signs, Wards 1, 3, and 8

Staff: Tara Hunter, Manager, Sponsorship and Corporate Development, Economic Development

*Recommendation*

(See Item 6.1)

- 7.2 Staff Report re: Application to Amend the Zoning By-law, Bousfields Inc., c/o Litwillow Holdings Ltd., 2 Bartley Bull Parkway, Ward 3, File: OZS-2021-0010

To Facilitate: The development of a 29-storey residential high-rise building with ground floor retail.

Location: 2 Bartley Bull Parkway, Part Lot 621, Plan 695

Staff: Edwin Li, Planner, Development Services

*Recommendation*

- 7.3 Staff Report re: Application to Amend the Official Plan and the Zoning By-law, Glen Schnarr and Associates Inc., 13514161 Canada Inc., 8654 Mississauga Road, Ward 6, File: OZS-2022-0017

To Permit: A 6-storey apartment building, and six 3-storey residential back-to-back stacked townhouse buildings, containing a total of 255 standard condominium units.

Location: 8654 Mississauga Road

Staff: Nasir Mahmood, Planner, Development Services

*Recommendation*

*Note: This item will be distributed prior to the meeting.*

## **8. Committee Minutes**

8.1 Minutes - Active Transportation Advisory Committee - April 9, 2024

*To be received.*

*Note: This item will be distributed prior to the meeting.*

9. **Other Business/New Business**

10. **Referred/Deferred Matters**

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

11. **Correspondence**

- 11.1 Correspondence from Nando Iannicca, Regional Chair and CEO, Region of Peel, dated April 22, 2024, re: City of Mississauga's Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146 - Regional Staff Review, Updates and Recommendations

*To be received.*

12. **Councillor Question Period**

13. **Public Question Period**

**15 Minute Limit (regarding any decision made at this meeting)**

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

14. **Closed Session**

Note: A separate package regarding this agenda item is provided to Members of Council and senior staff only.

15. **Adjournment**

**Next Regular Meeting: Monday, May 27, 2024 at 1:00 p.m.**

**Date:** 2024-04-17

**Subject:** **Information Report – Application to Amend the Official Plan and Zoning By-law and for a Draft Plan of Subdivision Glen Schnarr and Associates - CSCW 2084 VENTURE INC., CL5R INC., CSCW 740 INC., & CS0006 VENTURE INC.**  
0, 10742, 10778, 10786 Clarkway Drive & 0 Countryside Drive  
Ward 10

**File:** OZS-2022-0015

**Contact:** Arjun Singh, Planner, Development Services & Design  
Angelo Ambrico, Manager, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2024-364

**RECOMMENDATIONS:**

1. That the presentation from Arjun Singh, Planner, Development Services & Design to the Planning & Development Meeting of May 6<sup>th</sup>, 2024, re: **Information Report Application to Amend the Official Plan and Zoning By-law and for a Draft Plan of Subdivision, Glen Schnarr and Associates - CSCW 2084 VENTURE INC., CL5R INC., CSCW 740 INC., & CS0006 VENTURE INC.**, 0, 10742, 10778, 10786 Clarkway Drive & 0 Countryside Drive, Ward 10, be received.

## Attachments:

- Attachment 1: OZS-2022-0015\_Public Meeting Presentation

# APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW & FOR A DRAFT PLAN OF SUBDIVISION

TO FACILITATE THE DEVELOPMENT OF A SUBDIVISION OF 273 RESIDENTIAL UNITS, AN ELEMENTARY SCHOOL BLOCK, PARK BLOCK, AND NATURAL HERITAGE SYSTEM BLOCKS:

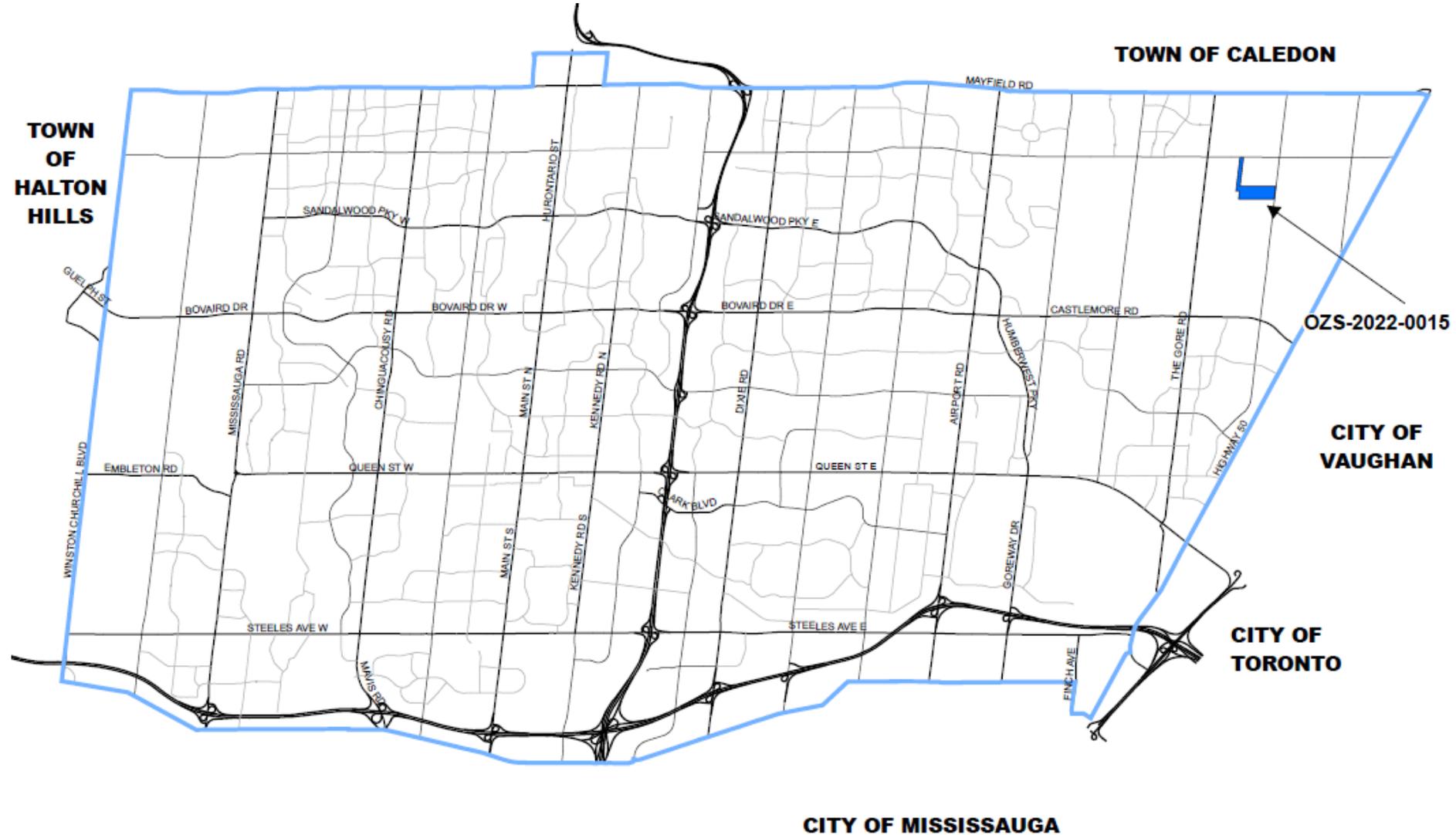
**0, 10742, 10778, 10786 Clarkway Drive & 0 Countryside Drive**  
City of Brampton File : OZS-2022-0015

**Application by:**  
**Glen Schnarr & Associates** on behalf of CSCW 2084 VENTURE INC., CL5R INC., CSCW 740 INC., & CS0006 VENTURE INC.

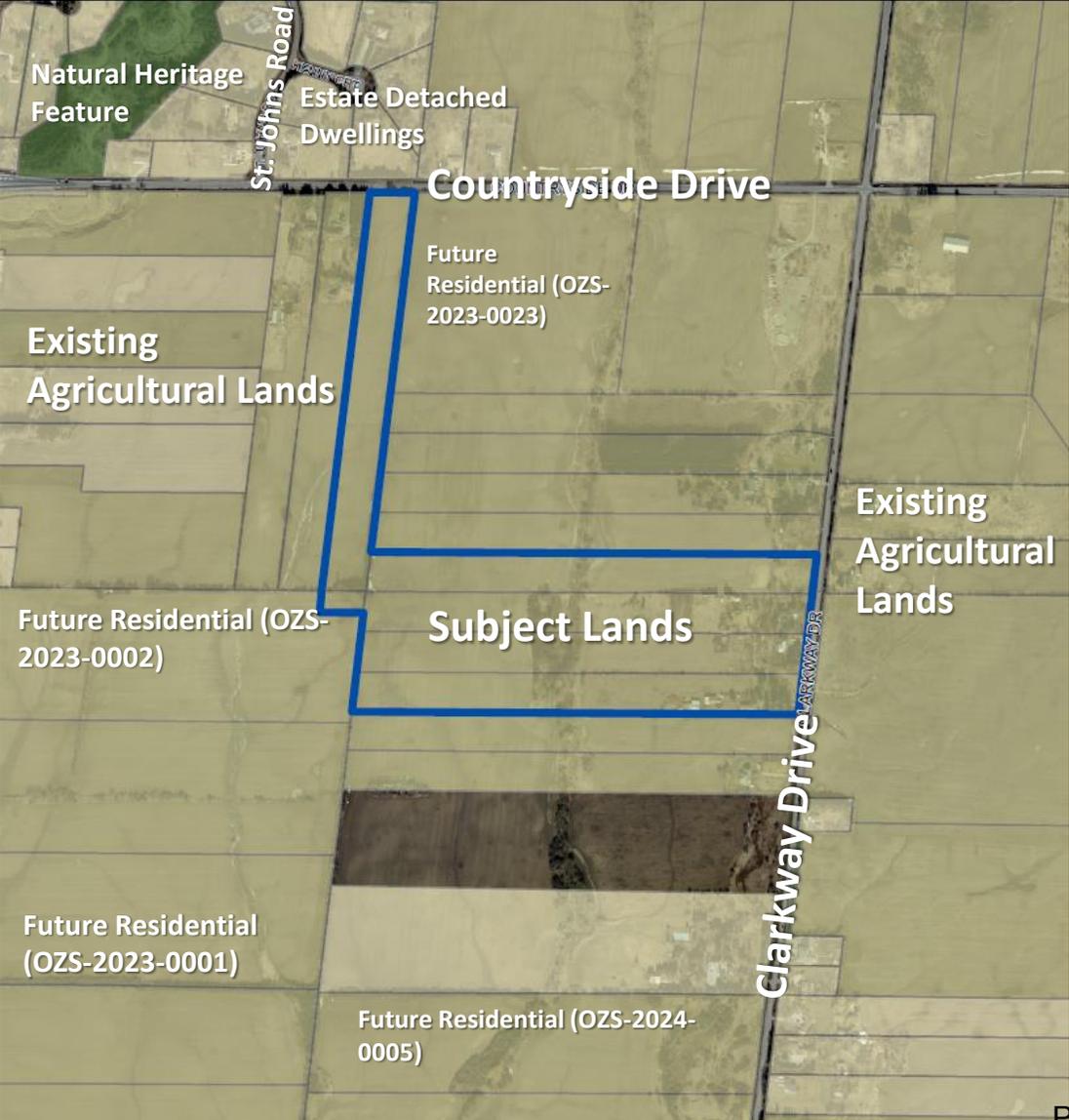
**WARD : 10**

**CITY COUNCILLOR/DEPUTY MAYOR: Harkirat Singh**  
**REGIONAL COUNCILLOR: Gurpartap Singh Toor**

# LOCATION OF SUBJECT PROPERTY



# AREA CONTEXT



### North: Residential, Agricultural Lands

Agricultural lands and Countryside Drive, beyond which is St. Johns Road and a subdivision consisting of Estate Residential homes

### South: Agricultural Lands

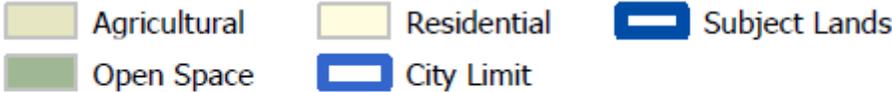
Agricultural lands, beyond which are lands subject to active development applications generally consistent with the Block Plan for the area

### East: Agricultural Lands

Clarkway Drive and Agricultural lands, beyond which are lands subject to active development applications generally consistent with the Block Plan for the area, further beyond which are lands contemplated as Industrial

### West: Agricultural Lands

Agricultural lands and lands subject to active development applications generally consistent with the Block Plan for the area



# AREA CONTEXT



# SITE VISIT



Street view looking south  
from Countryside Drive



Street view looking west  
from Clarkway Drive

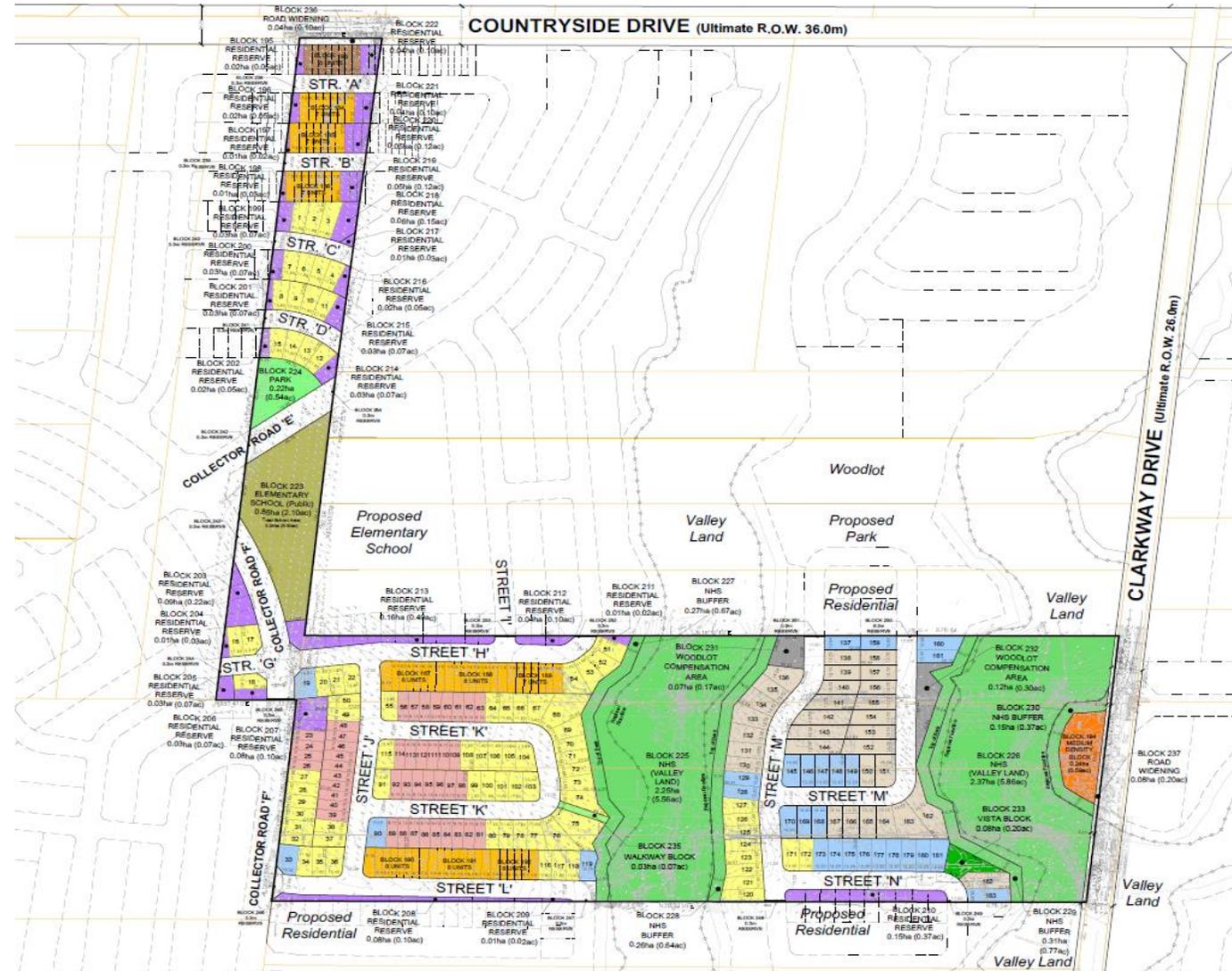
# DEVELOPMENT PROPOSAL

An application to amend the Official Plan and Zoning By-law and for a Draft Plan of Subdivision

To permit a Draft Plan of Subdivision consisting of Residential, Open Space and Institutional uses

Further details include:

- Total residential unit count of 273 units (23.45 acres)
  - 183 Single Detached Units (with lot widths ranging from 9.1 metres to 13.7 metres)
  - 66 Street Townhouse Units
  - 24 Dual Frontage Townhouse Units
  - 2.94 acres dedicated to Residential Reserves
- 0.54 acres dedicated to an Elementary School Block
- 2.1 acres dedicated to a Park Block
- 14.58 acres dedicated to a Natural Heritage System and associated buffers, compensation areas, and walkways
- 10.33 acres dedicated to Road and Road widenings

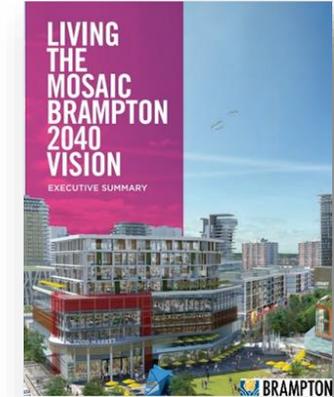
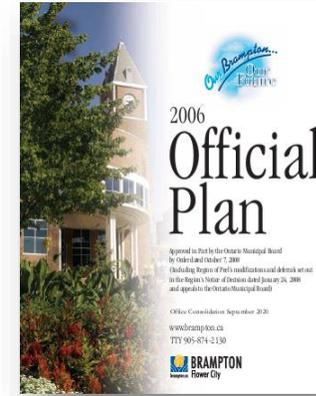
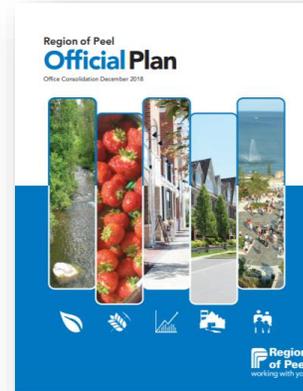
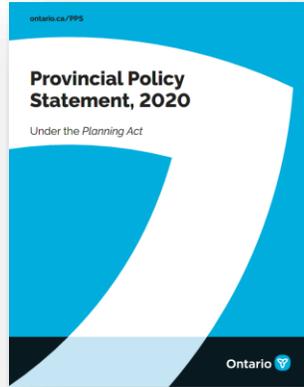


# DEVELOPMENT PROPOSAL

Examples of residential product (single detached and townhouses) proposed:



# PLANNING FRAMEWORK SUMMARY



The application will be evaluated based on:

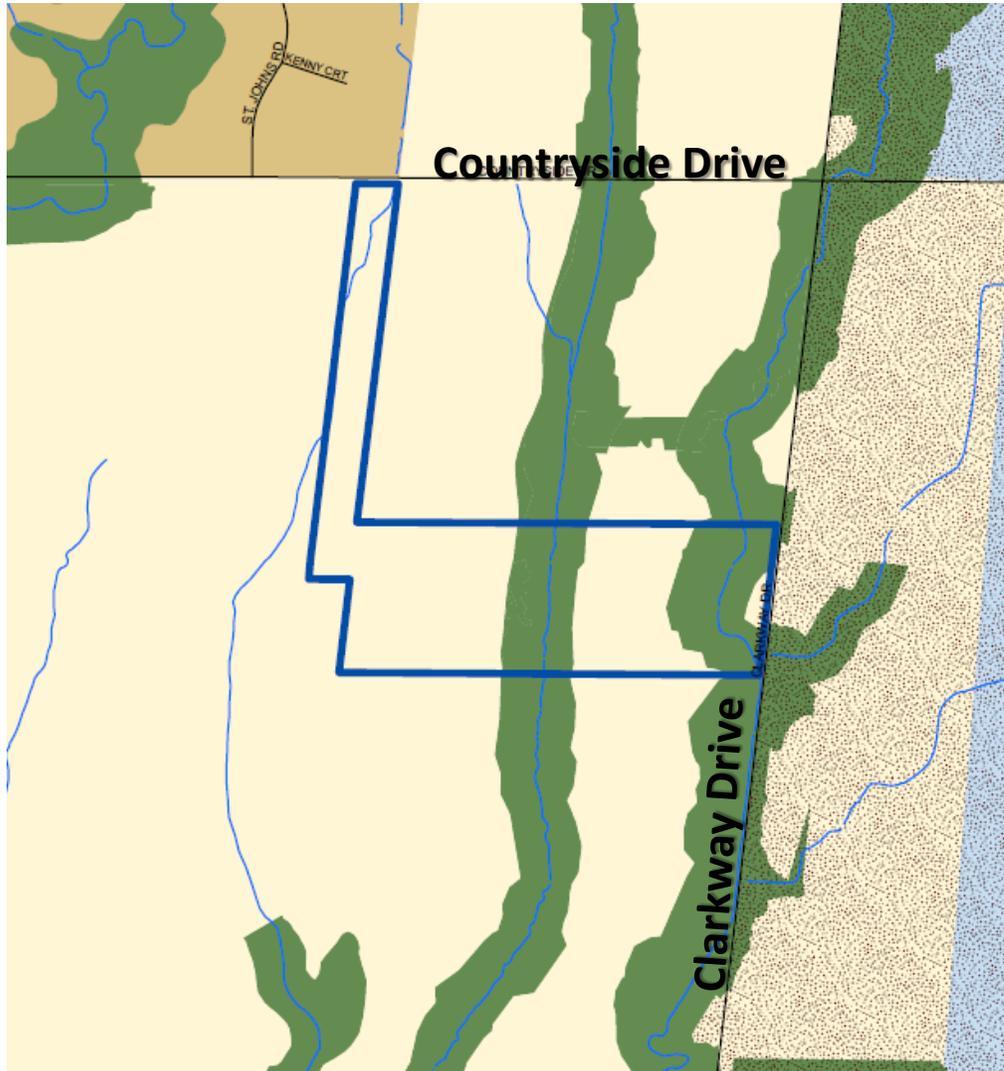
- The *Planning Act*
- Provincial Policy Statement (2020)\*
- Growth Plan for the Greater Golden Horseshoe (2020)\*
- Region of Peel Official Plan
- City of Brampton Official Plan
- Highway 427 Industrial Secondary Plan (SP47)

Also following the principles of:

- Brampton 2040 Vision

\*Subject to the Changes of the PPS, 2023

# CURRENT PLANNING CONTEXT: OFFICIAL PLAN DESIGNATION

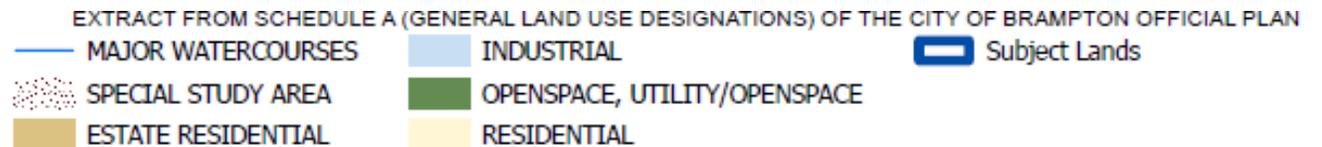


The Current Official Plan Designation is Residential & Open Space

The Residential designations permit a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses shall be permitted including schools, and day care centers. The proposed residential and institutional uses falls within the 'Residential' designation.

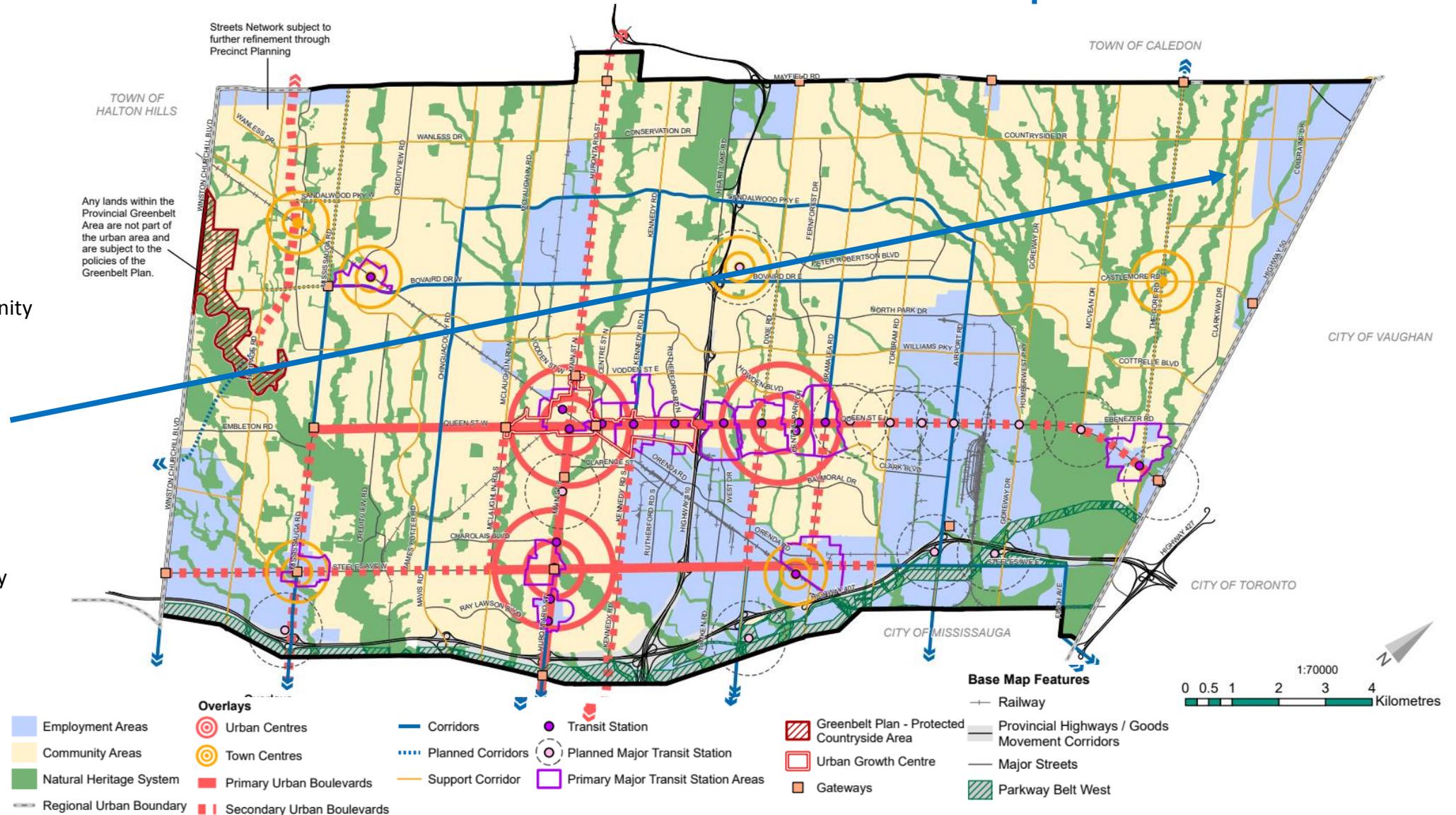
The Open Space designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.

An amendment to the Official Plan **is required** to facilitate this development.



# CURRENT PLANNING CONTEXT: Brampton Plan

- The subject site is designated as “Community Areas” and “Natural Heritage System” on Schedule 1A – City Structure
- The subject site is also located within the “Designated Greenfield Area” on Schedule 5 – Provincial Plans & Policy Areas



# CURRENT PLANNING CONTEXT: SECONDARY PLAN DESIGNATION

## Highway 427 Industrial Secondary Plan (Area 47)

The current designation in the Secondary Plan is Valleyland, Executive Residential, Low Density Residential, Neighbourhood Park, Medium Density Residential.

Under Section 5.1.2.1 The areas designated Executive Residential on Schedule SP47(a) are considered to have appropriate characteristics to accommodate the development of a successful upscale executive housing community. These areas shall be developed in accordance with the policies, principles and standards set out in Part I, Section 4.2 of the Official Plan, Section 5.1.1 of this Chapter and the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas (September, 2000)”

As the applicant is proposing to increase the density in the lands designated as “Executive Residential” and “Low Density Residential” an amendment to the Secondary Plan is **required**.

### RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- LOW / MEDIUM DENSITY RESIDENTIAL
- EXECUTIVE RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

### EMPLOYMENT

- OFFICE NODE
- LOGISTIC/WAREHOUSE/TRANSPORTATION
- BUSINESS PARK
- PRESTIGE INDUSTRIAL
- MIXED COMMERCIAL / INDUSTRIAL

### COMMERCIAL

- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL
- CONVENIENCE RETAIL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL

### ROAD NETWORK

- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- MAJOR COLLECTOR ROAD
- ROAD ACCESS (POTENTIAL/CONCEPTUAL)

### NATURAL HERITAGE SYSTEM

- SIGNIFICANT WOODLANDS
- VALLEYLAND
- WETLAND RESTORATION AREA

### RECREATION OPEN SPACE

- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- PARKETTE

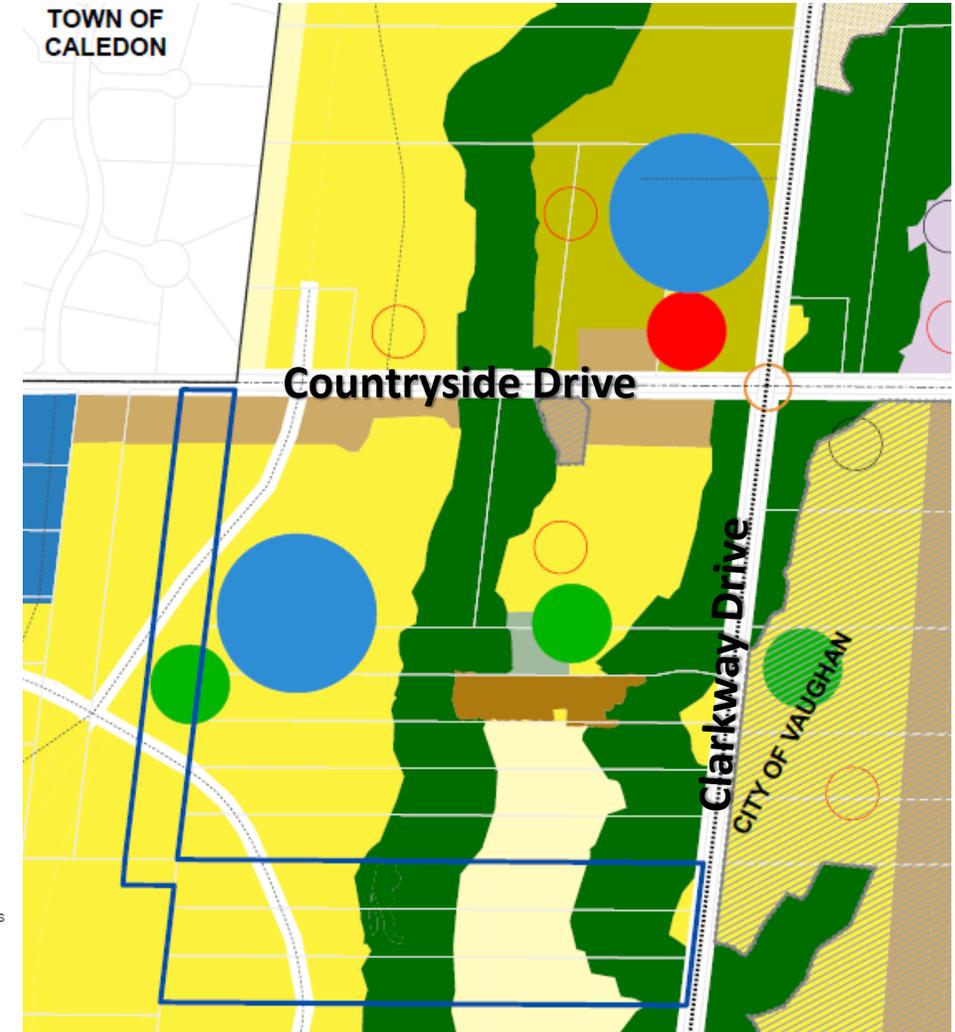
### INSTITUTIONAL

- PUBLIC SECONDARY SCHOOL
- CATHOLIC ELEMENTARY SCHOOL
- ELEMENTARY SCHOOL
- FIRE STATION
- PLACE OF WORSHIP

### Subject Lands

### UTILITIES AND INFRASTRUCTURE

- TRANS CANADA PIPELINE
- PRIMARY GATEWAY
- HERITAGE RESOURCE
- SPECIAL POLICY AREA
- SP-47 BOUNDARY
- CORRIDOR PROTECTION AREA
- SECONDARY GATEWAY
- SWM FACILITY
- CEMETERY
- SCOPED APPEALED LANDS



# CURRENT PLANNING CONTEXT: ZONING BY-LAW

## Zoning By-law 270-2004

The subject property is zoned Agricultural (A) and Agricultural – Special Section 1520 (A-1520) under the Zoning By-law.

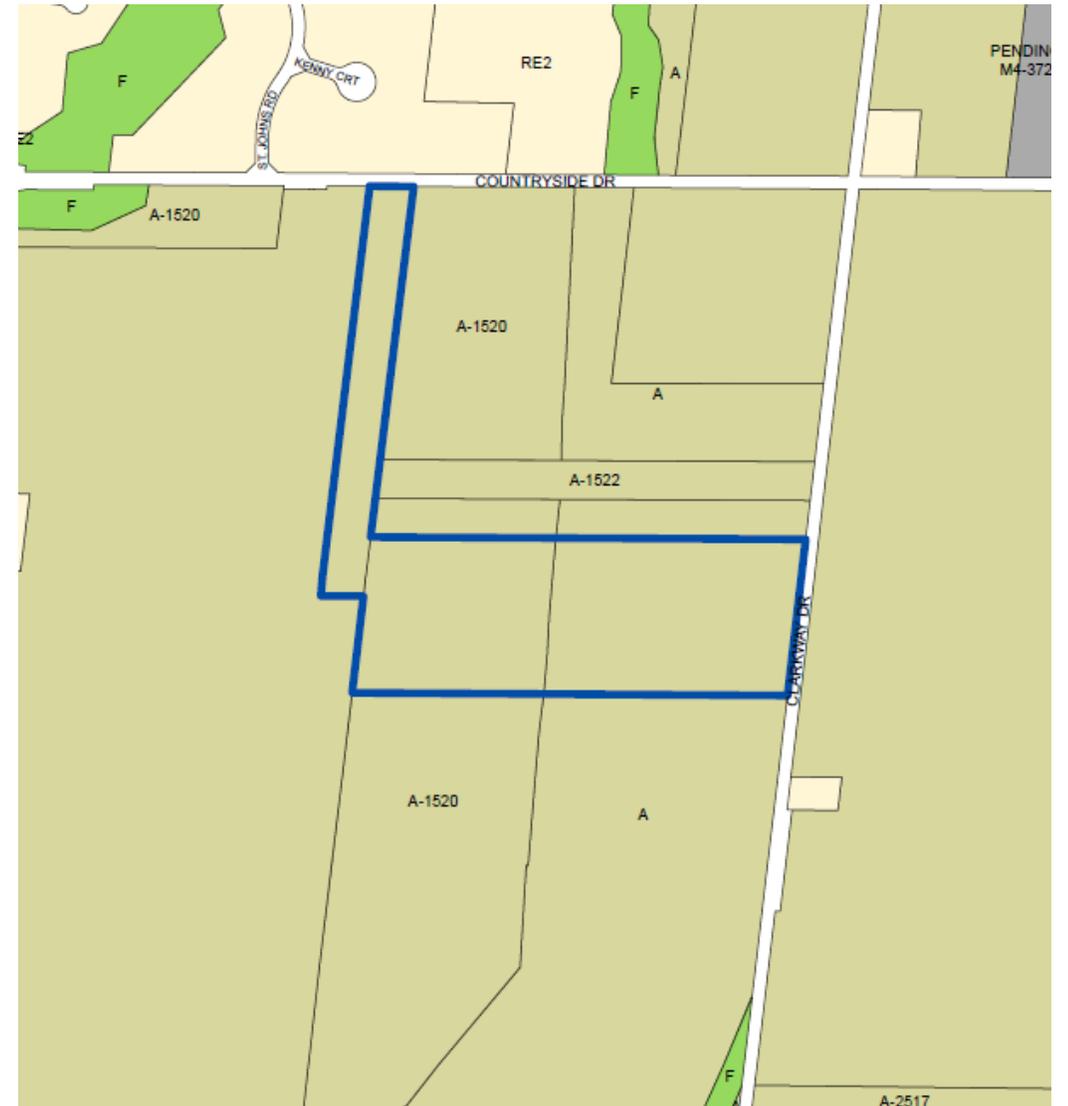
Permitted Uses in the Agricultural – Special Section 1520 (A-1520) Zone include:

- a) agricultural use;
- b) a single detached dwelling;
- c) home occupation; and
- d) purposes accessory to the other permitted purposes.

Permitted uses in the Agricultural (A) Zone include but are not limited to:

- a) agricultural purposes as defined in Section 5 of this by-law
- b) a single detached dwelling
- c) an animal hospital
- d) a kennel
- e) a home occupation

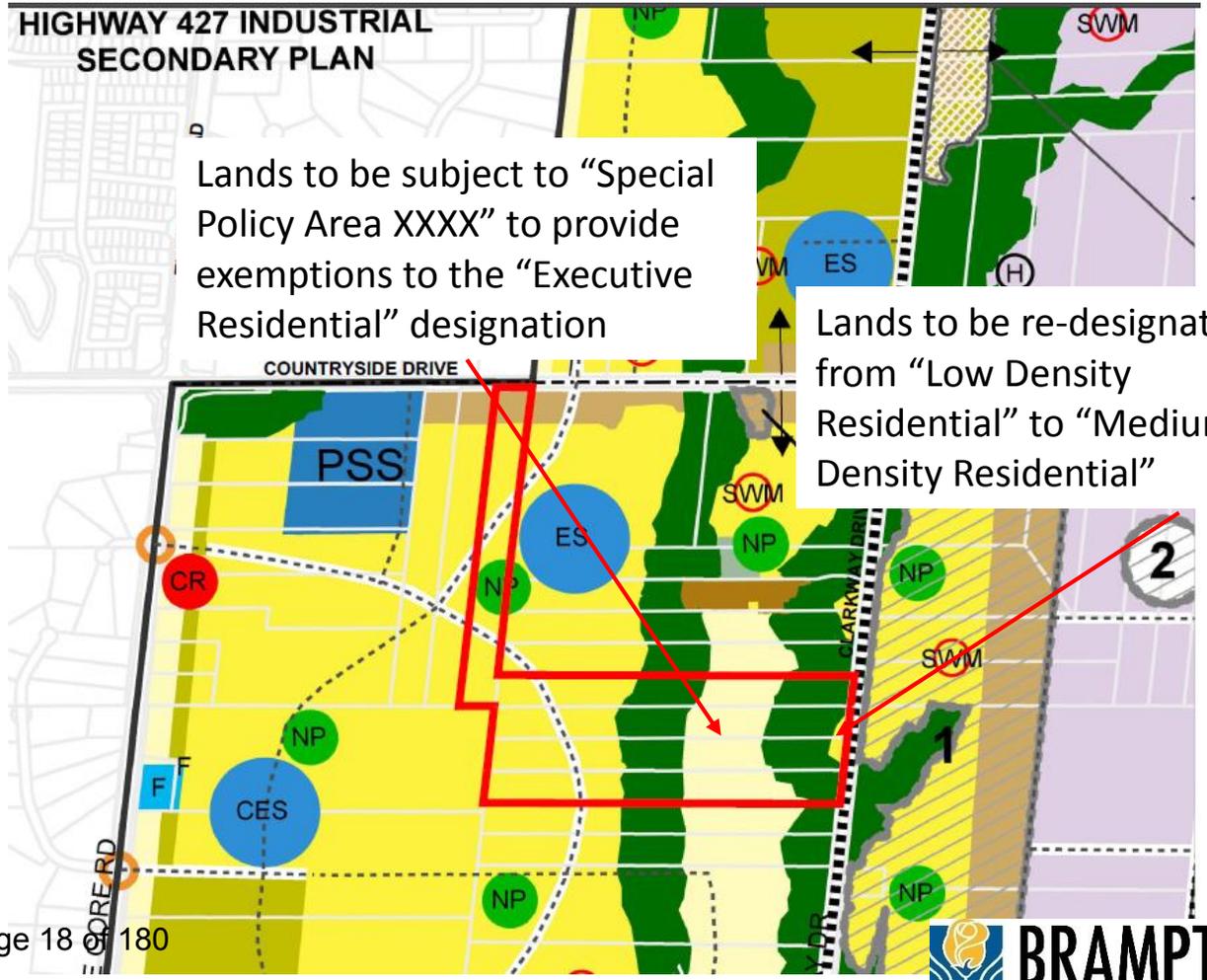
A Zoning By-Law Amendment **is required** to permit the requested uses.



# PROPOSED PLANNING CONTEXT: OFFICIAL PLANNING AMENDMENT

The proposed Official Plan Amendment will redesignate the subject site from 'Executive Residential' to 'Special Policy Area XXXX' and redesignate lands shown as 'Low Density Residential' to 'Medium Density Residential' in the Highway 427 Secondary Plan.

Proposed Designation	Highlight of proposed designation
Special Policy Area XXXX	Special Policy Area XXXX applies to lands designated "Executive Residential" which may permit a maximum density maximum density of 9.2 units per net hectare (22.8 units per net residential acres) and a minimum lot frontage of 11.6 metres.





# KEY ISSUES / CONSIDERATIONS

- The appropriate configuration of the Medium Density Block along Clarkway Drive given the site constraints (lot size, restrictions due to environmental constraints, vehicular access)
- The appropriateness of providing exceptions to the “Executive Residential” designation within the SP47 Secondary Plan
- Implications of the requested changes on adjacent landowners and future development applications within the SP47 Area 2 Block Plan



# NEXT STEPS

Notice of complete application – May 24, 2022

Circulation to departments and agencies

Notice of public meeting

**Public Meeting (We are here)**

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period



# ACCESS THE DEVELOPMENT APPLICATION

1. Click the [BramPlan Online](#) link:

<https://planning.brampton.ca/CitizenAccess/Default.aspx>

2. Click the [Search for An Application](#) link:

<https://planning.brampton.ca/CitizenAccess/Case/CapHome.aspx?module=Planning&TabName=Planning>

3. Type the [file number](#) in the required field:

File Number: OZS-2022-0015

4. On the [OZS-2022-0015 file page](#) click:

The File Info Tab, and click documents to review all application drawings and documents.

The screenshot displays the BramPlanOnline web application interface. The top navigation bar includes the Brampton logo, the text 'BramPlanOnline', and links for 'Announcements', 'Register for an Account', and 'Login'. A search bar is located in the top right corner. The main content area is divided into two sections. The left section, titled 'Home Planning', features the 'BRAMPLAN ONLINE' logo and a 'Welcome to BramPlanOnline!' message. It provides instructions on how to use the system, including a 'Don't have an account?' section with a 'Register for an Account' link. Below this is a 'Planning' section with a 'Search for an application' link and contact information for assistance. The right section is a 'Login' form with fields for 'User Name or E-mail' and 'Password', a 'Login' button, and a 'Remember me on this computer' checkbox. Below the login form is a 'New Users: Register for an Account' link. The bottom section of the screenshot shows a file details page for 'File OZS-2022-0015: OPA ZBA Subdivision'. The status is 'In Review-Pre Public Meeting'. There are tabs for 'File Info' and 'Documents'. Below the tabs, there are instructions for document naming and resubmission.

# CONTACT INFORMATION

The report and presentation associated with tonight's meeting can be found online at [www.brampton.ca](http://www.brampton.ca) on the **MEETINGS** and **AGENDAS** page.

- City Planner contact:  
Arjun Singh  
Development Planner  
City of Brampton  
[Arjun.Singh@brampton.ca](mailto:Arjun.Singh@brampton.ca)
- Applicant contact:  
Mark Condello  
Glen Schnarr & Associates  
[markc@gsai.ca](mailto:markc@gsai.ca)

Thank you!

**Date:** 2024-04-19

**File:** OZS-2024-0011

**Subject:** **Information Presentation – Application to Amend the Official Plan and Zoning By-Law, Gagnon Walker Domes Ltd. on behalf of 2391057 Ontario Inc.**  
*(To permit the development of 131 residential back-to-back stacked townhouses)*  
**Gagnon Walker Domes Ltd. on behalf of 2391057 ONTARIO Inc.**  
0 Father Tobin Road  
Ward: 9

**Contact:** Harjot Sra, Development Planner, Development Services & Design  
Angelo Ambrico, Manager, Development Services & Design

**Report number:** Planning, Bld & Growth Mgt-2024-376

**RECOMMENDATIONS:**

1. That the presentation from Harjot Sra, Development Planner, Development Services & Design to the Planning and Development Committee Meeting of May 6<sup>th</sup>, 2024, re: **Information Presentation – Application to Amend the Official Plan and Zoning By-Law, Gagnon Walker Domes Ltd. on behalf of 2391057 Ontario Inc.**, 0 Father Tobin Road, Ward 9, be received.

**Attachments:**

- Attachment 1: OZS-2024-0011\_Public Meeting Presentation

# APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW

To permit the development of 131 stacked and back-to-back townhouse units

**SOUTH-EAST CORNER of FATHER TOBIN RD. and BRAMALEA RD.**

City of Brampton File: OZS-2024-0011

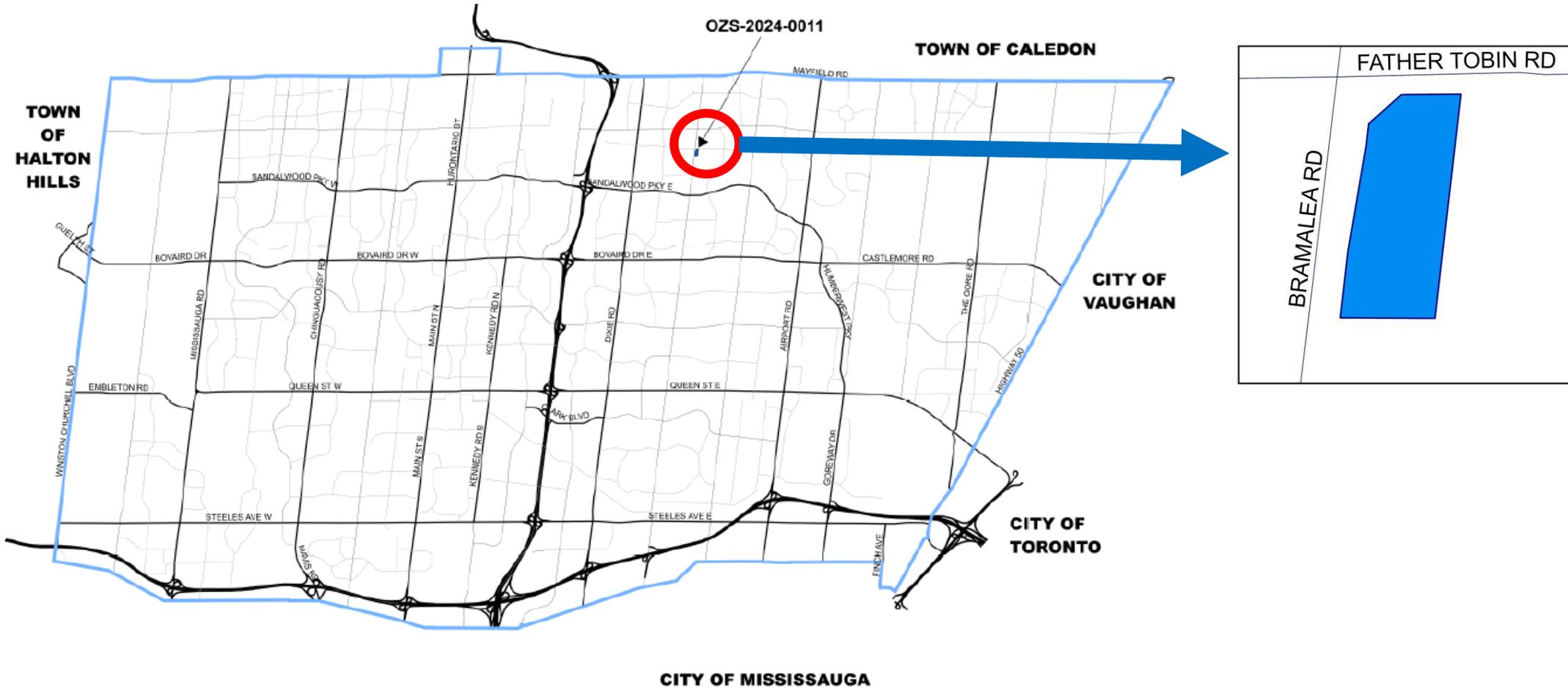
Application by:

**GAGNON WALKER DOMES LTD. (GWD) on behalf of 2391057 ONTARIO INC.**

**WARD : 9**

**REGIONAL COUNCILLOR: GURPARTAP SINGH TOOR**  
**CITY COUNCILLOR / DEPUTY MAYOR: HAKIRAT SINGH**

# LOCATION OF SUBJECT PROPERTY



# AREA CONTEXT



**North:** Father Tobin Rd, beyond which are low-rise residential (singles), open space valley lands;

**South:** Low-rise residential townhouses, open space valley lands, and a public library and neighborhood commercial beyond;

**East:** Low-rise residential townhouses and open space valleylands beyond;

**West:** Bramalea Rd., beyond which are low-rise residential (singles) and Louise Arbour Secondary School;

**Legend**

- Commercial
- Open Space
- Institutional
- Residential
- Subject Lands



# Aerial Photo



Subject Lands

# Site Photos



View looking northeast from Bramalea Road.

# Site Photos



View looking east from Bramalea Road.

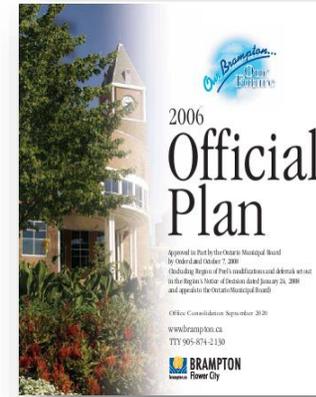
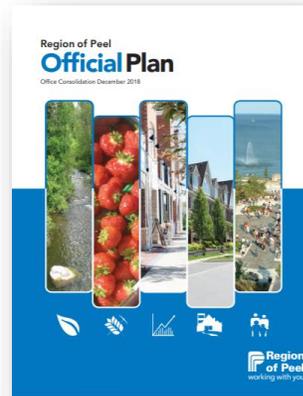
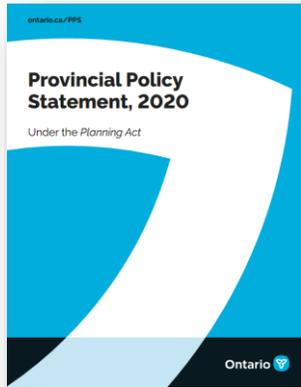
# Site Photos



View looking south from Father Tobin Road.



# PLANNING FRAMEWORK SUMMARY



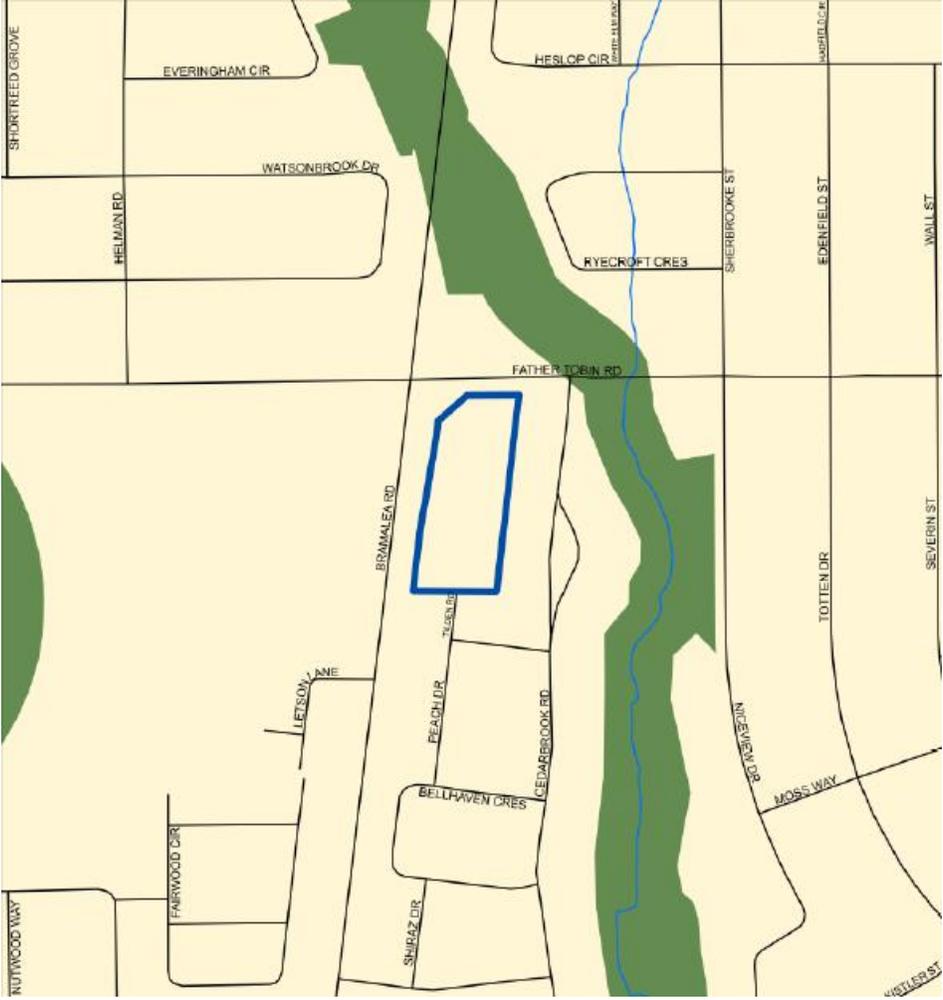
## The application will be evaluated based on:

- The *Planning Act*
- Provincial Policy Statement (2020) \*
- Growth Plan for the Greater Golden Horseshoe (2020) \*
- Region of Peel Official Plan
- City of Brampton Official Plan
- Springdale Secondary Plan Area (SPA2)

## Also following the principles of:

- Brampton 2040 Vision

# CURRENT PLANNING CONTEXT: BRAMPTON OFFICIAL PLAN



**OP Land Use Designation:** Residential  
(Schedule A – General Land Use Designations)

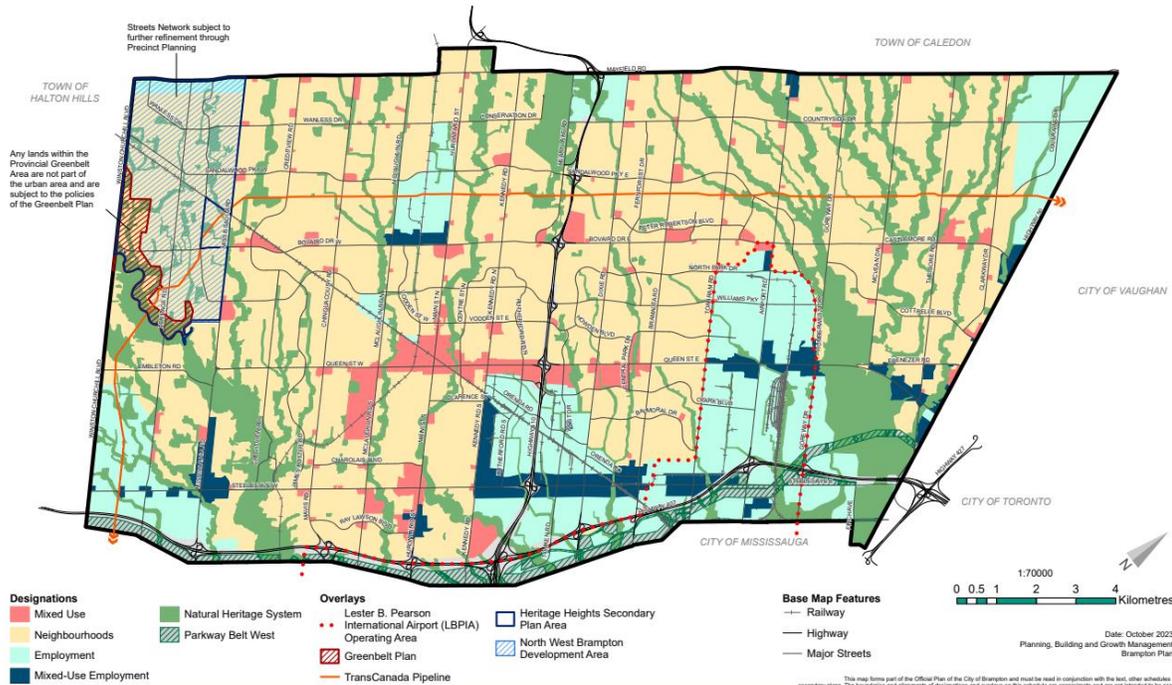
**Permitted Uses:** Residential Uses, including single detached, semi-detached, townhouses, duplexes and apartments; Place of Worship, Commercial Uses such as neighborhood retail, convenience retail, and Institutional and Public Uses, such as libraries, schools, parks and community centres

An amendment to the Official Plan is not required for the proposed development.

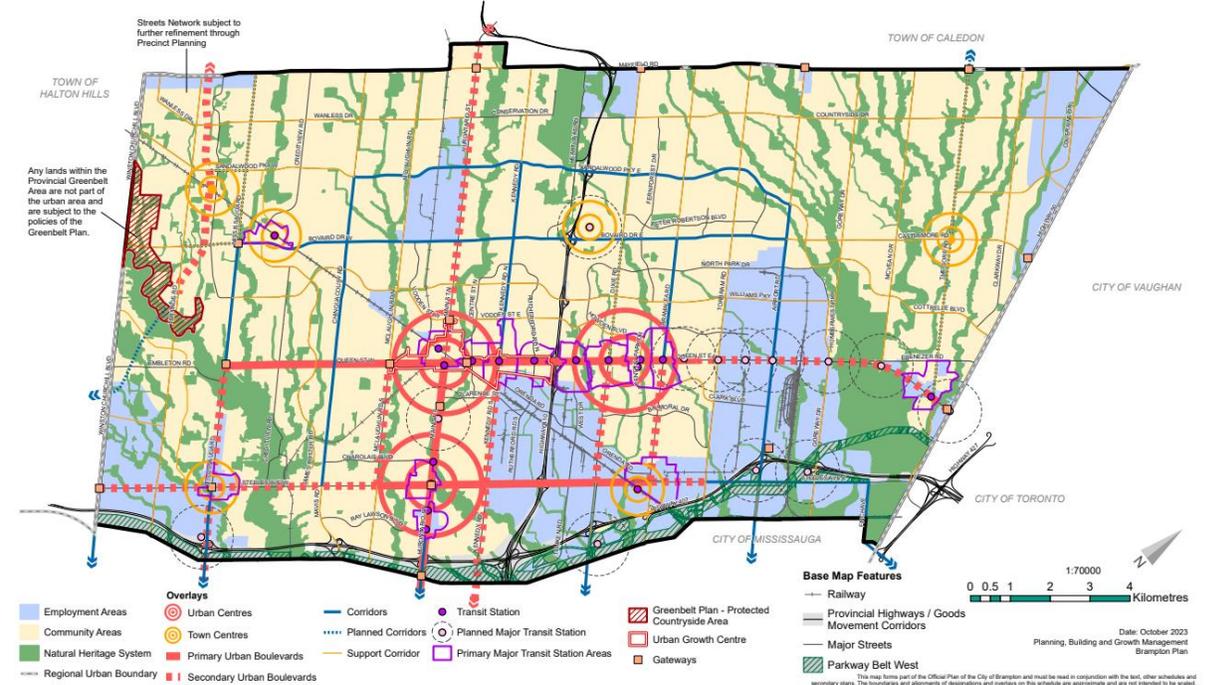


# PLANNING CONTEXT: BRAMPTON PLAN 2023

- Designated ‘*Support Corridor*’ within Schedule 1A – City Structure of the Brampton Plan
  - ‘*Support Corridors*’ permit buildings of up to 4-storeys (Low-rise Plus)
- Designated ‘*Neighbourhoods*’ within Schedule 2 – Designations of the Brampton Plan
  - ‘*Neighbourhoods*’ permits a range of residential uses, including stacked and back-to-back townhouses.



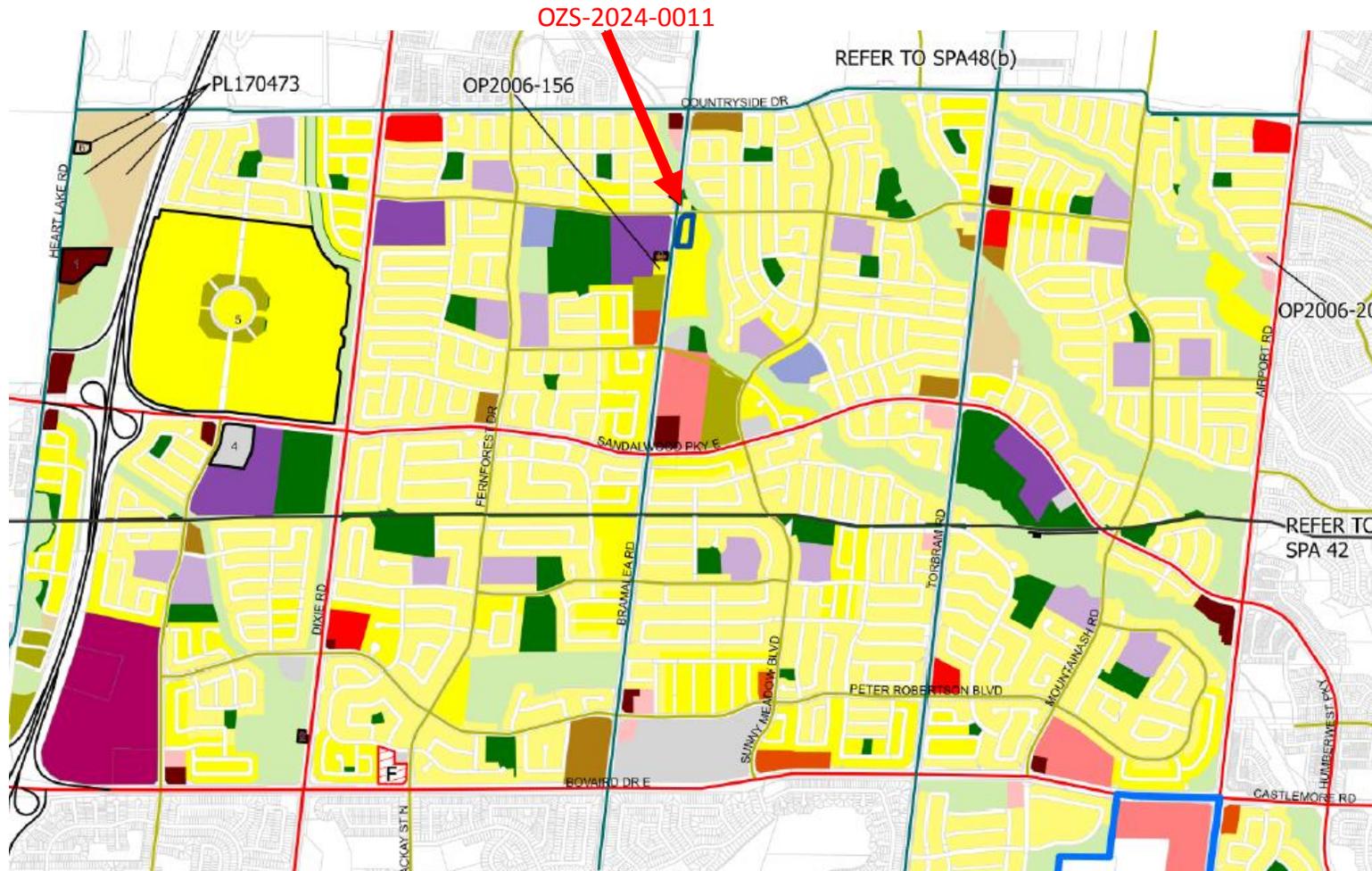
SCHEDULE 2 | DESIGNATIONS



SCHEDULE 1A | CITY STRUCTURE



# CURRENT PLANNING CONTEXT: SECONDARY PLAN



## Springdale Secondary Plan Area (SPA2)

### Land Use Designations:

- Medium Density Residential

An amendment to the Secondary Plan is required to facilitate the proposed uses.

RESIDENTIAL	INSTITUTIONAL	COMMERCIAL	OPEN SPACE	ROADS	SPECIAL SITE AREA
LOW DENSITY RESIDENTIAL 1	INSTITUTIONAL	CONVENIENCE RETAIL	NATURAL HERITAGE SYSTEM	COLLECTOR ROAD	SPECIAL SITE AREA
MEDIUM DENSITY RESIDENTIAL	ELEMENTARY SCHOOL	DISTRICT RETAIL	OPEN SPACE	MAJOR ARTERIAL ROAD	LBPIA Operating Area
MEDIUM/HIGH DENSITY RESIDENTIAL	MIDDLE SCHOOL	NEIGHBOURHOOD RETAIL	UTILITY	MINOR ARTERIAL ROAD	SUBJECT LANDS
HIGH DENSITY RESIDENTIAL	SECONDARY SCHOOL	REGIONAL RETAIL	TRANSCANADA PIPELINE	PROVINCIAL HIGHWAY	
	PLACE OF WORSHIP	SERVICE COMMERCIAL			
	FIRE STATION	HIGHWAY COMMERCIAL			



# CURRENT PLANNING CONTEXT: ZONING BY-LAW

## Current Zone: Agricultural (A) and “Residential Townhouse A Special Section 1929 (R3A-1929)”

### Agricultural (A) Land Use Permissions:

- Agricultural purposes
- A single detached dwelling
- Supportive Housing Residence
- Cemetery
- Animal hospital / kennel
- Home Occupation
- Accessory uses

### Residential Townhouse A Special Section 1929 (R3A-1929) Land Use Permissions:

- Townhouse

An amendment to the Zoning By-law is required.



# PROPOSED OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment will redesignate the subject site from “Medium Density Residential” to “High Density Residential and “Special Site Area – XXXX”

Proposed Zone	Highlight of proposed Zone
High Density Residential and Special Site Area - XXXX	<ul style="list-style-type: none"><li>• A maximum density of 170 units per net residential hectares (70 units per net residential acre);</li><li>• A maximum Floor Space Index (FSI) of 2.0 (exclusive of the parking garage);</li><li>• Maximum Building Height: three storeys (not including basements or a roof structure used to house enclosed stairways and or mechanical equipment);</li><li>• Development shall demonstrate a high level of design, high quality building materials, well-articulated façades, and the incorporation of a building and site elements that contribute to a strong pedestrian streetscape;</li><li>• Buildings are to be constructed with high life-cycle and aesthetic quality materials. Extensive use of EIFS (i.e., stucco) finish is strongly discouraged and the use of EIFS should be limited for architectural features and accents</li></ul>

# PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-Law Amendment will rezone the subject site from “Agricultural (A)” and Residential Townhouse A Special Section 1929 (R3A-1929) to “Residential apartment A(1) – Section XXXX [R4A(1)-XXXX].

Proposed Zone	Highlight of proposed Zone
Residential apartment A(1) – Section XXXX [R4A(1)-XXXX]	<ul style="list-style-type: none"> <li>• Permitted Uses:               <ul style="list-style-type: none"> <li>• Dwelling, stacked townhouse</li> <li>• Dwelling, back-to-back townhouse</li> <li>• Dwelling, back-to-back stacked townhouse</li> <li>• Purposes accessory to the other permitted purposes</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Maximum Building Height: 3 storeys</li> <li>• Maximum FSI: 2.0</li> <li>• Maximum Number of Units: 131</li> <li>• Maximum Lot coverage: 50%</li> <li>• Minimum Landscaped Open Space: 40%</li> <li>• Parking Space Requirements:               <ul style="list-style-type: none"> <li>• Resident: 1.15 spaces per dwelling unit</li> <li>• Visitor: 0.20 spaces per dwelling unit</li> </ul> </li> <li>• Bicycle Parking Requirement:               <ul style="list-style-type: none"> <li>• Resident: 0.50 spaces per dwelling unit</li> <li>• Visitor: 0.10 spaces per dwelling unit</li> </ul> </li> </ul>

# KEY ISSUES / CONSIDERATIONS

- Alignment with the Brampton Plan vision and the policies associated with the “Neighbourhood” designation.
- Consistency with the surrounding neighbourhood context and townhouse character, and opportunities to ensure appropriate screening and landscaping is provided to adjacent residential uses.
- Appropriateness of the proposed limited vehicular access (right-in/right-out access) from Bramalea Road.



# PLANNING PROCESS: CURRENT STATUS

Notice of Complete Application – March 21, 2024

Circulation to commenting departments and agencies

Notice of statutory Public Meeting

## **Public Meeting (We Are Here)**

The public meeting is to share information with members of the public on the application, and give them the opportunity to express their perspectives and opinions for consideration in the decision making process.

Collect & Review Public, Technical and Other Comments

Recommendation/Final Report

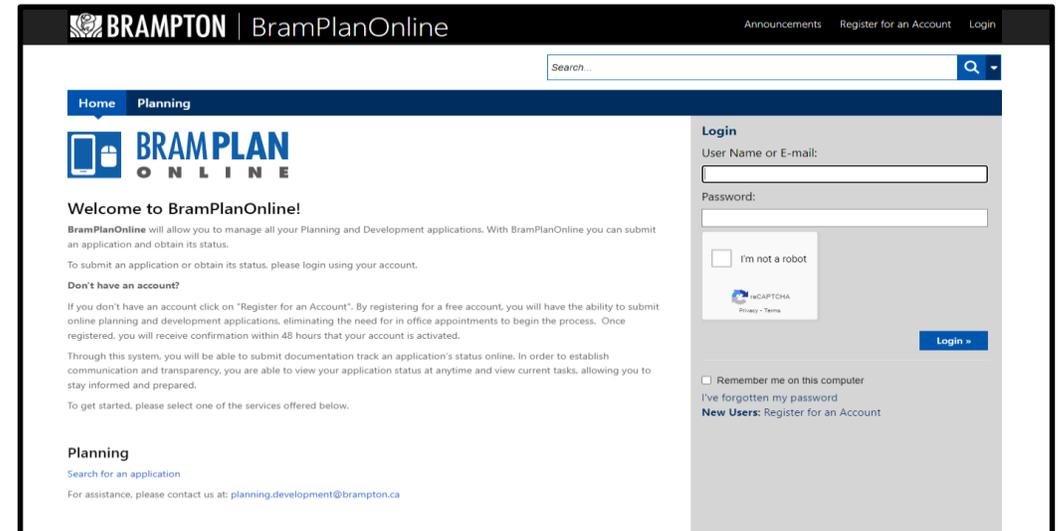
Appeal Period

# ACCESSING MORE INFO ABOUT THE PROPOSAL

More info on the proposed development, including full plans and supporting studies submitted by the applicant, are publicly available on the **BramPlan Online** portal:

1. Click [here](#) to access **BramPlan Online**.
2. Click the “Planning” tab, and search for the file number: **OZS-2024-0011**.
3. On the [OZS-2024-0011 file page](#), click the “File Info” tab to select the “Documents” tab.

You can select the individual documents for review / download.



File OZS-2023-0042:  
OPA ZBA Subdivision  
Status: Submitted

File Info ▾  
Documents

**For any document that gets uploaded:**

1. All submitted documents must be named and categorized according to the City of Brampton Document naming and saving Protocol. [Please follow this link to find the document naming and saving conventions](#)
2. You must save the documents prior to continuing with the application. After you save the document, you cannot remove it.

**Resubmission:**

1. When making a resubmission, please email the planner on file once you have uploaded all necessary documentation.
2. All Precinct Plans, Draft Plans of Subdivisions (10 residential units or more), "Full" Site Plans, and Zoning By-law amendments to facilitate the above require the submission of a Sustainability Score & Summary. This includes each re-submission. Visit [www.brampton.ca/measuring-sustainability](http://www.brampton.ca/measuring-sustainability) for more details.

Name	File Number	Type	Size	Latest Update	Upload Date	Action
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# CONTACT INFORMATION

The presentation associated with tonight's meeting can be found online at [www.brampton.ca](http://www.brampton.ca) on the **MEETINGS** and **AGENDAS** page.

- **City Planner contact:**

Harjot Sra  
Development Planner  
City of Brampton  
[Harjot.Sra@Brampton.ca](mailto:Harjot.Sra@Brampton.ca)

**Applicant information:**

Michelle Harris  
Gagnon Walker Domes Ltd.  
[mharris@gwdplanners.com](mailto:mharris@gwdplanners.com)

Thank you!

**Notice of Intention to Amend Sign By-law 399-2002  
Rail Bridge Banners**

Pursuant to Procedure By-Law 160-2004, as amended, take notice that the City of Brampton intends to consider an amendment to the Sign By-law 399-2002, as amended.

On **Monday, May 6, 2024, at 7:00 p.m.**, in the Council Chambers, City Hall, the Planning and Development Committee will consider the following proposed amendment to the Sign By-law:

- **Updating the By-law to accommodate revised dimensions for bridge banners for the purpose of City branding and bridge beautification, located adjacent to digital signs on the CN Rail bridge overpass locations.**

Anyone interested in speaking to this matter at the Planning and Development Committee meeting or making a written submission, should contact the City Clerk's Office, no later than 4:30 pm, Thursday, May 2, 2024.

During the meeting, the public may also submit questions regarding decisions made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

Information regarding the report on this matter is available for review on the [City website](#) or by contacting:

Ross Campbell  
Manager, Zoning & Sign By-law Services, Building Division,  
905-874-2442, [ross.campbell@brampton.ca](mailto:ross.campbell@brampton.ca)

In the event that Committee chooses to refer or defer consideration of the matter, no further public notice will be given.

April 25, 2024

S. Hans, Acting City Clerk  
2 Wellington St. W., Brampton, ON L6Y 4R2  
905.874.2116 TTY: 905.874.2130 Fax: 905.874.2119  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/6/2024

**Date:** 2024-04-02

**Subject:** **Site Specific Amendment to the Sign By-law 399-2002, as amended, Rail Bridge Overpass Banner Signs – Wards 1, 3,8**

**Contact:** Tara Hunter, Manager Sponsorship and Corporate Development, Economic Development

**Report number:** CAO's Office-2024-372

**RECOMMENDATIONS:**

1. That the report from Tara Hunter, Manager Sponsorship and Corporate Development, Economic Development to the Planning and Development Committee Meeting of May 6, 2024, re: **Site Specific Amendment to the Sign By-law 399-2002, as amended, Rail Bridge Overpass Banner Signs – Wards 1, 3,8**, be received;
2. That a by-law be passed to amend Sign By-law 399-2002, as amended, to permit the proposed site-specific amendment.

**OVERVIEW:**

- **An amendment to the Sign By-law is requested to revise the dimensions of banners permitted on CN rail bridge overpasses for the purpose of city branding and bridge beautification.**

**BACKGROUND:**

A previous By-law (239-2022) amended the Sign By-law (399-2002) to allow signage on CN Rail bridge overpasses in accordance with the Advertising Agreement with RCC Media Inc.

**CURRENT SITUATION:**

Digital signs have been installed on CN rail bridge overpasses in accordance with the Advertising Agreement with RCC Media Inc. A portion of the overpass is reserved for a banner to provide city branding and overall beautification of the overpasses. The original banner dimensions were estimated prior to the installation of the digital signs and now

that the digital signs are installed a larger banner size than is currently permitted under the by-law is required. An amendment to Section 10 under Exemptions for Signs on a Road Right-Of-Way is needed to permit the installation of the overpass bridge banners.

### **CORPORATE IMPLICATIONS:**

#### **Financial Implications:**

There is no financial impact resulting from the adoption of the recommendations in this report.

### **STRATEGIC FOCUS AREA:**

This report supports the Strategic Focus Area of Growing Urban Centres and Neighbourhoods to attract investment and employment.

### **CONCLUSION:**

Staff recommend the approval of a site-specific amendment to approve revised dimensions for bridge banners located adjacent to digital signs on CN Rail bridge overpass locations, for the purpose of city branding and to improve the overall aesthetic of the bridge overpasses.

Authored by:

Reviewed by:

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Tara Hunter  
Manager, Sponsorship and Corporate  
Development  
Economic Development

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Ross Campbell  
Manager, Zoning and Sign By-Law  
Planning, Building and Growth  
Management

Approved by:

Approved by:

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Clare Barnett  
Director, Economic Development

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Marlon Kallideen  
Chief Administrative Officer

### **Attachments:**

- Attachment 1 – Rail Bridge Banners Amendment

To amend By-law 399-2002, as amended,

The Sign By-law

**WHEREAS** the City has identified the merits related to providing additional community messaging and financial benefit that can be achieved through entering into an agreement to allow digital media over the road right-of-way; and

**WHEREAS** the Canadian National (“CN”) rail bridges over Main Street North and Queen Street East have demonstrated that these bridges are ideal for signage communicating community messaging and services of the Corporation;

**WHEREAS** the Corporation has entered into an Advertising Agreement with RCC Media Inc. (“RCC”), where the City provides RCC with exclusive rights to produce, install and maintain advertising banners and electronic variable message centres on the Bridges;

**WHEREAS** the installation of the electronic variable message centres on the Bridges has increased the dimensions required for the banner signs;

**NOW THEREFORE** the Council of The Corporation of the City of Brampton ENACTS as follows:

1. THAT By-law 399-2002, as amended, is hereby further amended by replacing Section 9 EXEMPTIONS FOR SIGNS ON A ROAD RIGHT-OF-WAY, sentence (10) to read:

(10) Notwithstanding Section 5 (9) REGULATIONS AND PROHIBITIONS, the City may erect, or cause to be erected, signage on bridges in accordance with the Advertising Agreement approved by Council. All bridge signs shall be subject to the requirements and restrictions as set out in the table below:

Location	Direction of Sign Face	Maximum Size of the Banner Signs		Maximum size of the EVMC Sign <sup>1,2</sup>	
		Height	Area	Height	Area
<b>Airport Road</b> (between Williams Parkway and North Park Drive)	North and South	2.33 m (7.66 ft)	18.80 m <sup>2</sup> (202.35 ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<b>Dixie Road</b> (between Steeles Avenue East and Orenda Road)	North and South	2.33 m (7.66 ft)	31.66 m <sup>2</sup> (340.86 ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<b>Finch Avenue</b> (between Darcel Avenue and Kenview Boulevard)	North and South	2.33 m (7.66 ft)	32.73 m <sup>2</sup> (352.36ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<b>Kennedy Road South</b> (between Clarence Street and Orenda Road)	North and South	2.33 m (7.66 ft)	22.65 m <sup>2</sup> (243.84ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<b>McLaughlin Road North</b> (between Holtby Avenue and Brookview Road)	North and South	2.33 m (7.66 ft)	29.77 m <sup>2</sup> (320.44 ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )

<b>Main Street North</b> (between Nelson Street West and Church Street East)	North and South	3.25 m (10.67 ft)	118.92 m <sup>2</sup> (1280 ft <sup>2</sup> )	-	-
<b>Queen Street East</b> (between Chapel Street and James Street)	East and West	2.13 m (7 ft)	62.43 m <sup>2</sup> (672 ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<b>Rutherford Road South</b> (between Clarence Street and Orenda Road)	North and South	2.33 m (7.66 ft)	22.18 m <sup>2</sup> (1236.82 ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<b>Steeles Avenue East</b> (between Parkhurst Square and Goreway Drive)	East and West	2.33 m (7.66 ft)	58.11 m <sup>2</sup> (625.56 ft <sup>2</sup> )	2.39 m (7.85 ft)	21.04 m <sup>2</sup> (226.5 ft <sup>2</sup> )
<sup>1</sup> An Electronic Variable Message Centre is permitted provided: <ul style="list-style-type: none"> <li>(i) The EVMC shall not contain a flashing message or image;</li> <li>(ii) The EVMC shall not contain copy that is full motion or otherwise gives the appearance of animation of movement; and</li> <li>(iii) Where the message is of other than scrolling script, the frequency of an image change shall not be less than every 10 seconds.</li> </ul>					
<sup>2</sup> Where a sign is illuminated, the sign shall conform with the following requirements: <ul style="list-style-type: none"> <li>(i) The illumination shall not exceed 5000 nits during the period between sunrise and sunset;</li> <li>(ii) The illumination shall not exceed 300 nits during the period between sunset and sunrise; and</li> <li>(iii) The illumination shall not increase the light levels within 10m of all points of the sign facing by more than 3 lux above the ambient lighting level.</li> </ul>					

**Date:** 2024-04-12

**File:** OZS-2021-0010

**Subject:** **Recommendation Report**  
Application to Amend the Zoning By-law  
*(To facilitate the development of a 29-storey residential high-rise building with ground floor retail)* **Bousfields Inc. c/o Litwillow Holdings Ltd.**  
2 Bartley Bull Parkway, PT LT 621, PL 695  
Ward: 3

**Contact:** Edwin Li, Planner III, Development Services  
Alex Sepe, Manager (A), Development Services

**Report number:** Planning, Bld & Growth Mgt-2024-325

**RECOMMENDATIONS:**

1. That the report from Edwin Li, Planner III, Development Services & Design, to the Planning and Development Committee Meeting of May 6<sup>th</sup>, 2024, re: **Recommendation Report**, Application to Amend the Zoning By-law, **Bousfields Inc. c/o Litwillow Holdings Ltd.**, 2 Bartley Bull Parkway, PT LT 621, PL 695, Ward 3 be received;
2. That the application for an Amendment to the Zoning By-law submitted by Bousfields Inc. on behalf of Litwillow Holdings Ltd. (File: OZS-2021-0010) be approved, on the basis that it represents good planning, has regard for the *Planning Act*, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and for reasons set out in this Recommendation Report;
3. That the amendment to the Zoning By-law, generally in accordance with the attached Attachment 10A and 10B to this report be adopted; and,

4. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the *Planning Act*, R.S.O. c.P. 13, be amended.

**OVERVIEW:**

- The application proposes the development of a 29-storey residential tower, containing 330 dwelling units and 575 square metres of ground floor commercial/retail spaces. The proposed development would be serviced by 165 vehicular and 198 bicycle parking spaces, and 670 square metres of outdoor amenity space, and 727 square metres of indoor amenity space. Further design refinement and details will be determined at the Site Plan approval stage.
- The subject lands are designated ‘Residential’ in Schedule A, “General Land Use Designations” in the City’s 2006 Official Plan (Attachment 4A), and abut lands designated Valleyland and Watercourse Corridor as identified in Schedule D – Natural Heritage Features and Areas (Attachment 4B). The subject lands are designated ‘Mixed Use Two’ in the Hurontario-Main Corridor Secondary Plan (SP 55) (Attachment 5A) The proposed development does not require an amendment to the Official Plan.
- The subject lands are zoned ‘Highway Commercial One, section 3132’ (HC1-3132) in the City’s Zoning By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to facilitate the proposed development. A draft Zoning By-law Amendment is attached as Attachments 10A and 10 B to implement to the proposed development.
- The proposed development achieved an overall Sustainability Score of Silver (57 pts.) in the City’s Sustainable New Communities Program. Further refinements through a future site plan application may improve the sustainability score.
- A virtual Community Engagement event for this Application was hosted by the Applicant on March 28<sup>th</sup>, 2023. A Statutory Public Meeting for this Application was held on October 23, 2023. Details of the Community Engagement event and the Statutory Public Meeting are summarized in Attachment 9 of this report.
- The development proposal is consistent with the City of Brampton’s Strategic Focus Area of Growing Urban Centres and Neighbourhoods by

**contributing to an economy that thrives with communities that are strong and connected.**

- **The proposed Zoning By-law Amendment represents good planning as it has regard for the *Planning Act*, is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan, and for reasons set out in the Recommendation Report.**

## **BACKGROUND:**

This application proposes to amend the Zoning By-law to facilitate the development of a mixed-use residential high-rise building. The proposed development is located at the northeast corner of the intersection of Main Street South and Bartley Bull Parkway in the Uptown Brampton area.

Bousfields Inc. submitted the subject application on behalf of Litwillow Holdings Ltd. on March 16<sup>th</sup>, 2021. The application has been reviewed for completeness and found to be complete in accordance with the *Planning Act*. A formal Notice of Complete Application dated March 20<sup>th</sup>, 2021 was provided to the applicant. A virtual non-statutory Community Meeting for the subject application was held on March 28<sup>th</sup>, 2023, and a statutory Public Meeting was held on October 23<sup>th</sup>, 2023.

## **CURRENT SITUATION:**

### **Development Proposal**

Bousfields Inc. has submitted a Zoning By-law Amendment application to permit the proposed 29-storey residential development. Details of the development proposal are as follows:

- A residential tower (approximately 97.0 metres) in height, containing a six-storey podium;
- A total of 330 residential dwelling units, comprised of:
  - 215 one-bedroom units (65.2%);
  - 107 two-bedroom units (32.4%); and,
  - 8 three-bedroom units (2.4%);
- Gross floor area of 24,440 square metres – comprised of 23,825 square metres for residential and 575 square metres for commercial/retail at grade;

- The overall Floor Space Index (FSI) of 6.40;
- A high-rise tower floor plate of approximately 750 square metres;
- 670 square metres of outdoor and 727 square metres of indoor amenity spaces;
- Three levels of underground parking consisting of a total of 165 vehicular parking spaces (99 long-term parking spaces, 66 short-term/visitor parking spaces) and a total of 198 bicycle parking spaces; and,
- A full movement vehicular access to Bartley Bull Parkway.

### **Application to Amend the Zoning By-law**

The proposed Zoning By-law amendment (Attachments 10A and 10B) seeks to amend the existing zoning from 'Highway Commercial One - Section 3132' to a site-specific 'Residential Apartment B (R4B)' zone and Open Space zone. The proposed Zoning By-law amendment includes site-specific zoning standards that include:

- maximum building height of 29 storeys,
- maximum of 330 residential units,
- maximum floor space index (FSI) of 9.53,
- setback and lot coverage requirements and
- residential use permissions, with commercial uses within the ground floor such as; an art gallery, a day nursery and a medical, dental or drug practitioner officer.

The detailed planning analysis (Attachment 7) provides a detailed overview of the Zoning By-law Amendment.

### **Property Description and Surrounding Land Use**

The subject lands have the following key characteristics (refer to Attachments 2 and 3):

- Municipally known as 2 Bartley Bull Parkway, and located on northeastern corner of Main Street South and Bartley Bull Parkway;
- Total site area of approximately 0.38 hectares, of which 1,247 square metres would be conveyed to the City at the site plan application stage;
- Lot frontage of approximately 91.8 metres along Main Street South and approximately 60.7 metres along Bartley Bull Parkway; and,
- Current land use is a plant nursery and greenhouses, which are currently not in operation.

The surrounding land uses are described as follows:

- North: Kiwanis Memorial Park;
- South: Bartley Bull Parkway, south of which contains a low rise commercial plaza;
- East: Kiwanis Memorial Park, beyond which are single-detached houses; and,
- West: Main Street South, beyond which is a shopping plaza (Shoppers World Brampton).

## **Summary of Recommendations**

This report recommends that Council approve the proposed by-law generally in accordance with Attachments 10A and 10B, respectively. The proposed development and implementing Zoning By-law Amendment represent good planning as they have regard for the *Planning Act*, are consistent with the Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan.

## ***Planning Analysis and Summary***

The proposed development is generally compatible with existing planning policy and context. It provides for intensification in an area that is considered to be appropriate for intensification in close proximity to higher-order transit. The site is located within the Gateway Terminal Major Transit Station Area, with existing Züm rapid transit services along Main Street South and further south along Steeles Avenue West, and future light rail transit (LRT) service at the Brampton Gateway station of the Hazel McCallion Line (currently under construction) located approximately 200 metres further south. The future dwelling units will help meet the need for additional housing in Brampton and contribute towards the City's housing pledge target set by the Province (113,000 units by 2031). The proposed high-rise mixed-use building will also contribute to creating complete communities by improving the housing mix and adding additional commercial space to serve current and future residents in the Uptown Brampton area.

The height of the proposed high-rise building fits within a 45-degree angular plane from the nearby low-rise residential properties to the northeast of the subject lands across from Kiwanis Memorial Park and associated valleyland (Attachment 1C). The 45-degree angular plane analysis assists in demonstrating whether an high-density development proposal has an appropriate transition (height and scale) from any existing low-density stable residential uses. A building form that is contained within the 45-degree angular plane helps ensure the proposed development is compatible with the surrounding physically stabled neighbourhood. Furthermore, the six-storey podium that is proposed along Main Street South will provide an appropriate and comfortable character along the street and public realm.

For more information with respect to the detailed planning analysis for this proposal, please refer to Attachment 7.

## **Matters of Provincial Interest**

### ***The Planning Act:***

Section 2 of the *Planning Act, R.S.O. 1990, c. P.13* sets out matters of provincial interests. The proposed development considers protection of ecological systems, including natural areas, features and functions (Section 2(a)) through the provision of an environmental buffer to the valleyland (Kiwanis Memorial Park) to the northeast. The redevelopment is located in an appropriate location of growth and development (Section 2(p)), particularly given the adequate provision of efficient use of existing and planned infrastructure and servicing (Section 2(f)) that support public transit and pedestrian orientation (Section 2(q)). The proposed development adds to a mix of building and unit types and provides a range of housing options (Section 2(j)) to current and future residents in the area, and represents the orderly development of safe and healthy communities (Section 2(h)). The tower-on-podium built form is also well-designed, and with the at-grade commercial space fronting onto Main Street South, encourages a sense of place for the adjacent public realm and spaces (Section 2(r)).

Staff are satisfied that the proposed development has regard to matters of provincial interest as set out in Section 2 of the *Planning Act*.

### ***Provincial Policy Statement, 2020***

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The PPS also includes a number of policies encouraging intensification within appropriate areas (including Sections 1.1.1, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.4.1, 1.4.3, 2.1.1, 2.1.8). The development application would facilitate the redevelopment of an under-utilized site in Uptown Brampton, in close proximity to existing BRT and future LRT transit service, for a mixed-use high-rise residential building which would offer a mix and range of housing and commercial/retail opportunities. The proposed development will support the achievement of intensification policies of the PPS.

Staff is satisfied that the proposed development is consistent with the applicable sections of the PPS.

### ***Growth Plan for the Greater Golden Horseshoe, 2020***

The Growth Plan for the Greater Golden Horseshoe (The Growth Plan) includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes. The proposed development will add a mix of dwelling types and sizes, will utilize existing higher-order transit (Züm BRT) and future LRT transit service and infrastructure, and offer a compact built form. It will also help contribute to meeting the planned minimum density target for the MTSA.

The development proposal conforms to the applicable sections of the Growth Plan.

## **Municipal Planning Framework**

### ***Region of Peel Official Plan, 2022***

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the 'Urban System', 'Built Up Area' and a 'Primary Major Transit Station Area' in the Region of Peel Official Plan. Further, the subject property is located along the 'Regional Intensification Corridor'.

The subject application conforms to the related policies with respect to healthy communities, efficiently uses resources, located near accessible transportation and higher-order transit, and protects the natural heritage features.

### ***City of Brampton Official Plan, 2006***

The City of Brampton Official Plan provides guidance and policies for the future of the City. The subject lands are designated as 'Residential' on Schedule A – General Land Use Designation (Attachment 4A), but lands designated 'Valleyland / Watercourse Corridor' on Schedule D – Natural Heritage Features and Areas (Attachment 4B), and within a 'Gateway Mobility Hub' along a 'Primary Intensification Corridor' on Schedule 1 – City Concept of the Official Plan.

The proposed development conforms to the Official Plan as the location of the development is within a planned Major Transit Station Area as a Gateway Mobility Hub, and provides a higher-order transit-supportive built form and density. The high-rise building facilitates the Official Plan's vision in concentrating higher density residential and commercial... development around an existing or future higher order transit station (i.e. the Brampton Gateway LRT station). Policies 3.2.5.1.1 and 3.2.5.1.2 direct development within a Gateway Mobility Hub be generally designed to help achieve 100

to 150 people and jobs per hectare and a floor space index (FSI) of 3.0 across the entire Hub. In accordance with Policy 3.2.5.1.3, while the proposed 29-storey development exceeds the building height envelope of 3 to 25 storeys as per Policy 3.2.5.1.2, the increase is minimal, and the proposed development conforms to the intent and policies of the Official Plan, as well as conforms to the Primary Major Transit Station Areas Land Use Plans as adopted by Council on November 1<sup>st</sup>, 2023 as part of Council's adoption of the 2051 Brampton Plan (see below section).

Furthermore, the proposed development is generally compatible with the surrounding area, including the intensified development forms that are now permitted via zoning for the Shoppers World site to the west, as well as the residential community to the east. As stated in Section 4.11.3.2, compatibility does not mean uniformity or even consistency, but should relate to the context of the site and surrounding neighbourhood. Considerations include the massing, scale and height of the proposed development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties. The proposed development allows nearby properties to maintain their general access to privacy and sunlight, and provides for adequate separation and screening with landscaping and fencing in order to maintain privacy and character. Supporting studies such as Urban Design Brief, Sun/Shadow Study and 45-degree angular plane elevation assessment were submitted to assure appropriate transitions in building height and scale from taller buildings proposed on the subject site to nearby low-rise residential properties. These submitted studies, along with the conceptual landscaping plan, show limited and mitigated adverse impacts such as overlook and shadowing onto nearby existing and established low-rise residential properties and communities.

The proposed development also provides sufficient setback and environmental buffer from the valleyland and watercourse (as part of Kiwanis Memorial Park) and includes re-naturalization of the environmental buffer in accordance with Policies 4.6.7 and 4.6.13. The City shall request the conveyance of these lands to the City in subsequent site plan control application process in accordance with Policy 4.6.7.4.

Staff is satisfied that the proposed development conforms to the City of Brampton Official Plan.

### ***Hurontario-Main Corridor Secondary Plan (SP 55)***

The subject lands are designated 'Mixed Use Two' in the Hurontario-Main Corridor Secondary Plan (refer to Attachment 5A), which permit a full range of high- and medium density residential dwellings, live/work units, commercial uses including office, retail and entertainment, and community and institutional uses. While the maximum permitted

density and height associated with this land use designation are 3.0 FSI and 63.0 metres (20 storeys) respectively as per Section 5.3.3, Planning Staff have deemed the Zoning By-law Amendment application to have provided sufficient justification for the proposed additional building height and density so that an Official Plan Amendment to the Secondary Plan is not required to facilitate the proposed development in accordance with Section 5.1.1.

The proposed development also conforms with the built form and design policies set out in the Secondary Plan. The ground floor height of 7.2 metres and commercial frontage of the proposed development conforms to the minimum standards set out in Section 5.1.2 (Attachment 5B). The proposed development also conforms to Section 5.3.1, with the 65.5-metre street wall along Main Street South constitutes over 85% of buildable frontage or 71.4% of overall Main Street South frontage (Attachment 5C) and the building is sited on the Main Street South property line (Attachment 5D).

Staff is satisfied that the proposed amendment to the Secondary Plan is appropriate.

#### ***City of Brampton Zoning By-law 270-2004***

The subject site is currently zoned 'Highway Commercial One, section 3132' (HC1-3132). As per the City's Zoning By-law 270-2004, as amended, only restaurants or take-out restaurants that comply with prescribed zoning standards are permitted on the subject site. Residential and retail uses are not permitted within the current zoning.

An amendment to the Zoning By-law is therefore required to facilitate the proposed high-rise, mixed use residential development.

This report recommends rezoning the subject lands to Residential Apartment B (R4B) zone with a site-specific section 3132 (R4B-3132) and Open Space zone (OS) to permit the proposed development. The provisions of the recommended site-specific zoning facilitates a transit-supportive built form and ensure proper siting of the proposed building, setbacks, and appropriate transitions of building height and massing to mitigate/reduce adverse impacts onto nearby existing and established low-rise residential properties and Kiwanis Memorial Park. The Open Space zone designates lands for conveyance the City as part of a future site plan application.

Staff is satisfied with the recommended zoning provisions for the development of the lands.

#### **Community Engagement and Public Meeting**

The application was circulated to relevant City Departments and external agencies for comment. Notification of the Statutory Public Meeting was provided to property owners within 240 metres of the subject lands, exceeding the *Planning Act* requirement of 120

metres for such applications, and notice was issued in the Brampton Guardian. Development application notice signs were also placed on the subject lands to advise members of the public that the proposed application was filed with the City. The correspondence received from commenting agencies are included in Attachment 8 of the report.

A Statutory Public Meeting for this application was held on October 23<sup>th</sup>, 2023, during which Planning Staff presented an overview of the applicant’s initial proposal. One resident spoke and voiced their comments at the Public Meeting and three correspondence letters were received.

Prior to the statutory Public Meeting, a virtual non-statutory community engagement was held on March 28<sup>th</sup>, 2023. 18 community members attended.

Details of the statutory Public Meeting and non-statutory community engagement, including a summary of the issues raised and a response to those issues, are included in Attachment 9 of this report.

<b>Key Concerns Raised</b>	<b>Staff Response</b>
Location and the increased intensity of use of the proposed development	Major Transit Station Areas are where a concentration of housing and employment options are planned to be located. The proposed building with apartment dwellings and ground floor commercial uses will also be support local transit, where future residents and visitors can take advantage of the nearby existing (Züm BRT) and future higher-order transit service (Hazel McCallion LRT). The proposed development’s proximity to existing and planned urban and civic amenities, including nearby commercial options such as Shoppers World, parklands (Kiwanis Memorial Park) and schools, will help promote the establishment of a complete and compact 15-minute community.
Neighborhood Character and Privacy Concerns	The proposed development is located in a Major Transit Station Area, where a concentration of higher density of housing and employment uses are planned to be located.  The submitted 45-Degree Angular Plane Analysis indicates that the height of the proposed 29-storey residential tower fit within the 45-degree angular plane from the nearby single-detached houses to the northeast across from Kiwanis Memorial Park and

	<p>associated Etobicoke Creek valleyland. Furthermore, the application proposes an environmental buffer that will be naturalized with trees and other vegetation along the northeastern edge of the subject site, which will further enhance privacy by providing a physical barrier to the field of vision between the proposed development and the houses to the northeast.</p>
Shadow Impact	<p>A Sun/Shadow Study, prepared by IBI Group dated November 25<sup>th</sup>, 2020 with a revision dated December 6<sup>th</sup>, 2023, was submitted to support the proposed high-rise development. The Study suggests there are only minor shadow impact from the proposed 29-storey building onto the nearby low-rise properties and Kiwanis Memorial Park during the solar equinoxes. Furthermore, the slim tower (with at tower floor plate of 750 square metres) will ensure that the shadow casted by the tower would move quickly throughout the day.</p>
Noise Impact	<p>A Noise Study, prepared by Gradient Wind Engineers &amp; Scientists and dated December 21<sup>st</sup>, 2020 (with an addendum dated September 12<sup>th</sup>, 2022 to facilitate the first resubmission) was submitted to support the zoning by-law amendment application. The Noise Study notes that a detailed review of window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the building. In addition, a detailed roadway traffic noise study will be required at the site plan stage to determine specific noise control measures for the development.</p>
Traffic Impact and Safety	<p>In accordance with Parking By-law 45-2021 and Zoning By-law 270-2004, as amended, there are no minimum long-term parking requirement. Minimum short-term (visitor) parking rate is 0.2 spaces per unit, of which the proposed development complies.</p> <p>Furthermore, the Hazel McCallion LRT that is currently under construction will help facilitate a modal shift more towards active transportation and transit.</p> <p>A Transportation Impact Study (TIS), prepared by BA Group dated December 22<sup>nd</sup>, 2020 and revised on October 17<sup>th</sup>, 2022 with an addendum dated June 27<sup>th</sup>,</p>

	<p>2023, assessed the transportation, traffic and parking issues with respect to the proposed development.</p> <p>The study notes that the net traffic impact from the proposed development to adjacent Bartley Bull Parkway and Main Street South to be relatively minor, and that parking and site access for the proposed development to be acceptable.</p>
<p>Provision of Bicycle Parking</p>	<p>A total of 165 bicycle parking spaces are proposed for the proposed development, which includes 165 long-term (resident) spaces and 66 short-term (visitor) spaces – of which 10 of them are to be located at grade. The provision of both long- and short-term bicycle parking spaces that are easily accessible will take advantage of the nearby bicycle infrastructure and help encourage additional active transportation trips.</p>
<p>Environmental impact on Kiwanis Memorial Park</p>	<p>A Scoped Environmental Impact Study (EIS), dated February 2021 and revised on October 2022 and February 23<sup>rd</sup>, 2023, was prepared by Beacon Environmental Limited. The report was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The Scoped EIS was prepared in accordance with the Terms of Reference approved by the City and TRCA.</p> <p>A 10-metre setback has been applied to the TRCA staked line from the top of slop bank. The setback applies to the above ground portions of the new building, while a six-metre setback was applied for the underground park to mitigate the erosion hazard. Furthermore, the proposed development includes the removal of the existing retaining wall for regrading and naturalization within the buffer. The existing vegetation on the subject site is currently dominated by non-native and invasive horticultural species. The naturalization of the valley slope will include removal of these non-native and invasive horticultural species and replaced them with native ones, which will result in a net benefit to the natural heritage system.</p>

<p>Loss of Access to a Common Toboggan Slope</p>	<p>The subject lands include portions of the slope into the adjacent Etobicoke Creek valleyland / Kiwanis Memorial Park that residents have used as a toboggan slope in the winter. The proposed development will remove the existing retaining wall to regrade and naturalize the slope. It should also be noted that Parklands By-law 161-83 prohibits... tobogganing on a waterway during the winter except in areas that the City has designated. Further detailed design of the naturalized slope will be reviewed during site plan control.</p>
<p>Site Servicing</p>	<p>A Functional Servicing Report (FSR) prepared by Masongsong Associates Engineering Limited, dated December 20<sup>th</sup>, 2001 with a revision dated June, 2023, were completed and submitted to support the proposed 29-storey, high-rise mixed-use residential building. Development Engineering staff reviewed the Functional Servicing Report and Storm Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management requirements.</p>
<p>Garbage Concerns</p>	<p>A Waste Management Design Report prepared by PragmaTech Waste Solutions, dated November 30<sup>th</sup>, 2023, has been submitted for staff review. The proposed development includes a Type B/G loading space within the building. Regional staff have reviewed the report and has deemed the waste management plan compliant to the Regional Waste Collection Design Manual.</p>
<p>School Capacity Constraints and Related Issues</p>	<p>The development application was circulated to the Peel District School Board and the Dufferin-Peel Catholic District School Board. The individual school board conducts regular planning and forecasting studies to estimate the required capacities on their educational facilities to determine whether new or expansion of schools and other permanent or temporary facilities are required, or alternatively, there is a surplus of existing facilities. Once the individual school board has determined the need to build or expand educational facilities, they typically partner</p>

	<p>with other levels of governments for the funding required for their construction and operation.</p> <p>The Peel District School Board and the Dufferin-Peel Catholic District School Board have reviewed the development application and have no objections to the proposed development.</p>
<p>Insufficient Community Consultation</p>	<p>Notification of the Statutory Public Meeting was provided to property owners within 240 metres of the subject lands, exceeding the <i>Planning Act</i> requirement of 120 metres for such applications, and notice was issued in the Brampton Guardian. Development application notice signs were also placed on the subject lands to advise members of the public that the proposed application was filed with the City.</p> <p>Information on the application, including supporting architectural drawings and studies submitted by the applicant, are public available on BramPlan Online, which is the City’s development application portal.</p> <p>A Statutory Public Meeting was held for this application on October 23<sup>rd</sup>, 2023. The application was posted online and circulated through post to all landowners within 240 metres of the subject lands, which exceeds the <i>Planning Act</i> requirement of 120 metres.</p> <p>A non-statutory virtual community open house was held earlier on March 28<sup>th</sup>, 2023.</p> <p>Staff have reviewed residents’ concerns as part of the process to provide professional planning advice and recommendation on the Zoning By-law Amendment application to Council for decision.</p>

**CORPORATE IMPLICATIONS:**

**Financial Implications**

There are no financial implications associated with this report. Revenue collected through development application fees are accounted for in the approved operating budget.

## Other Implications

There are no other corporate implications associated with the application.

## STRATEGIC FOCUS AREA:

The application is consistent with the Strategic Focus Area - Growing Urban Centres & Neighbourhoods. This development proposal will facilitate the development of underutilized lands and will assist in the growing of Brampton's economy by helping to create complete communities that are strong and connected.

## CONCLUSION:

Staff are satisfied that the proposed Zoning By-law Amendment represents good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development conforms to provincial plans including the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

The proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan and the Secondary Plan.

The report recommends that Committee approves the Zoning By-law Amendment generally as attached herein. The Zoning By-law Amendment application is appropriate for the orderly development of the lands and is in the public interest.

Authored by:

Reviewed by:

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Edwin Li, MCIP, RPP  
Planner III  
Development Services & Design  
Planning, Building & Growth Management

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Allan Parsons, MCIP, RPP  
Director, Development Services & Design  
Planning, Building & Growth Management

Approved by:

Approved by:

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Steve Ganesh, MCIP, RPP  
Commissioner

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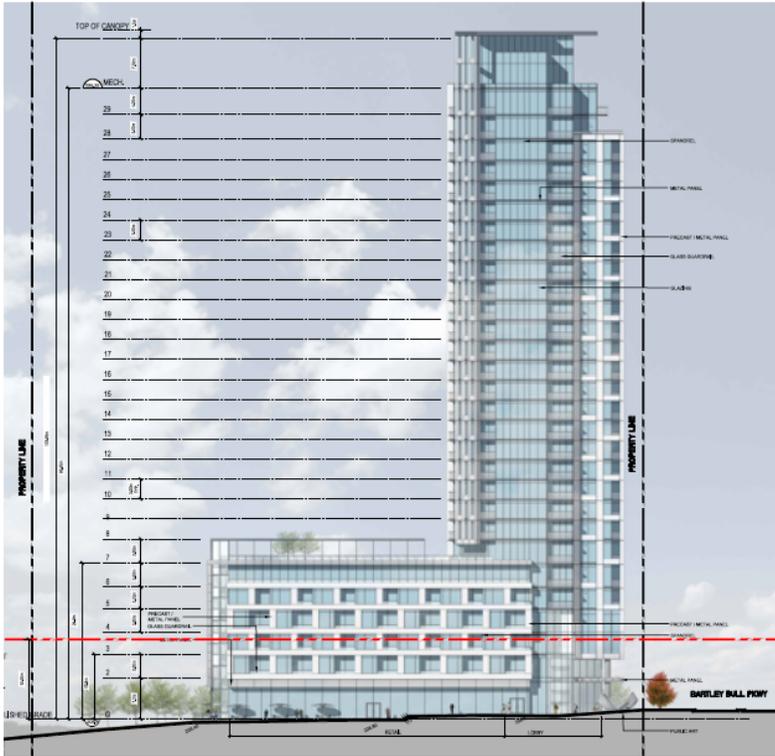
Marlon Kallideen  
Chief Administrative Officer

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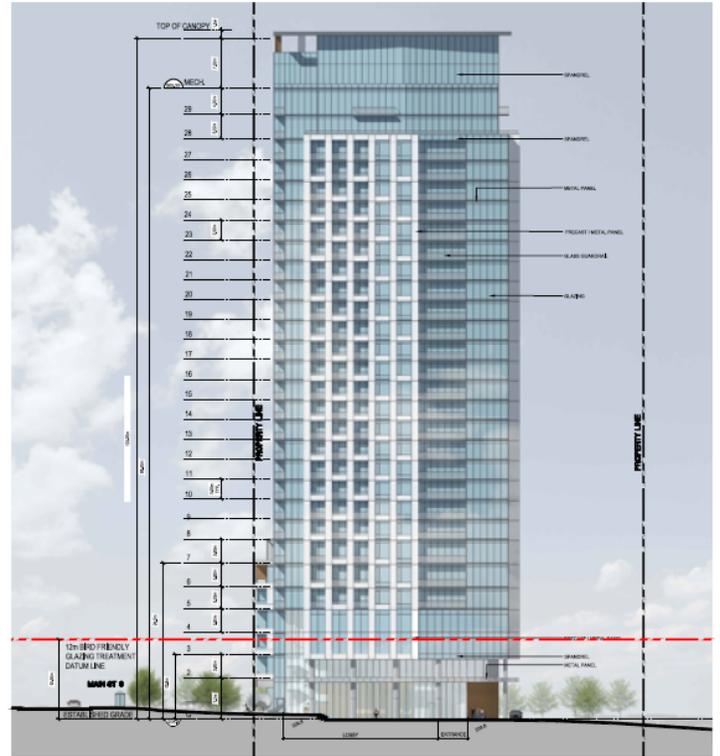
Planning, Building & Growth Management  
**Attachments**

- Attachment 1A: Concept Plan
- Attachment 1B: Concept Elevations
- Attachment 1C: Concept Angular Plane Assessment
- Attachment 2: Location Map
- Attachment 3: Aerial & Existing Land Use
- Attachment 4A: Official Plan Schedule A: Land Use Designations
- Attachment 4B: Official Plan Schedule D: Natural Heritage Features & Areas
- Attachment 5A: Secondary Plan (SP 55) Schedule G: Land Use Designations
- Attachment 5B: Secondary Plan (SP 55) Appendix B: Permitted Use at Ground Level Facing the Street
- Attachment 5C: Secondary Plan (SP 55) Appendix C Street Walls Along Frontage
- Attachment 5D: Secondary Plan (SP 55) Appendix D: Setbacks
- Attachment 6: Zoning
- Attachment 7: Detailed Planning Analysis
- Attachment 8: Results of Application's External Circulation
- Attachment 9: Results of Public Consultation
- Attachment 10A: Draft Zoning By-law Amendment
- Attachment 10B: Draft Zoning By-law Amendment Schedule
- Attachment 11: Sustainability Assessment

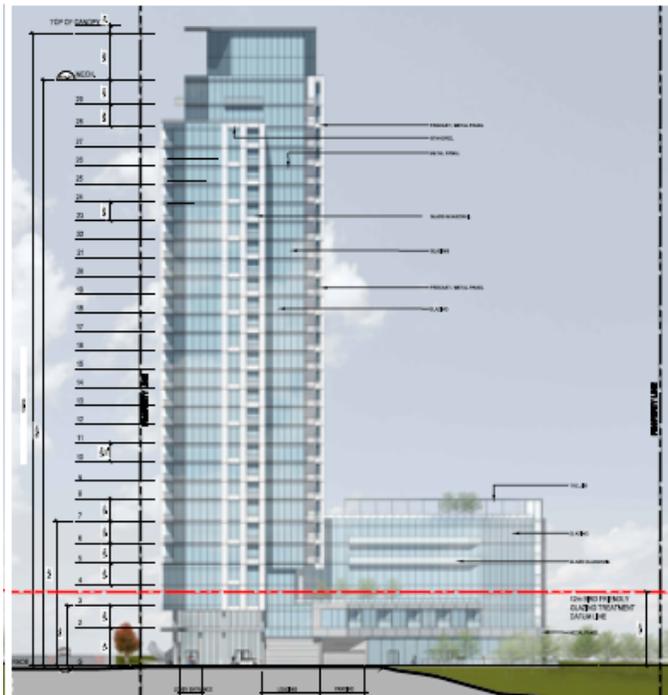




West Elevation (Main Street South Frontage)



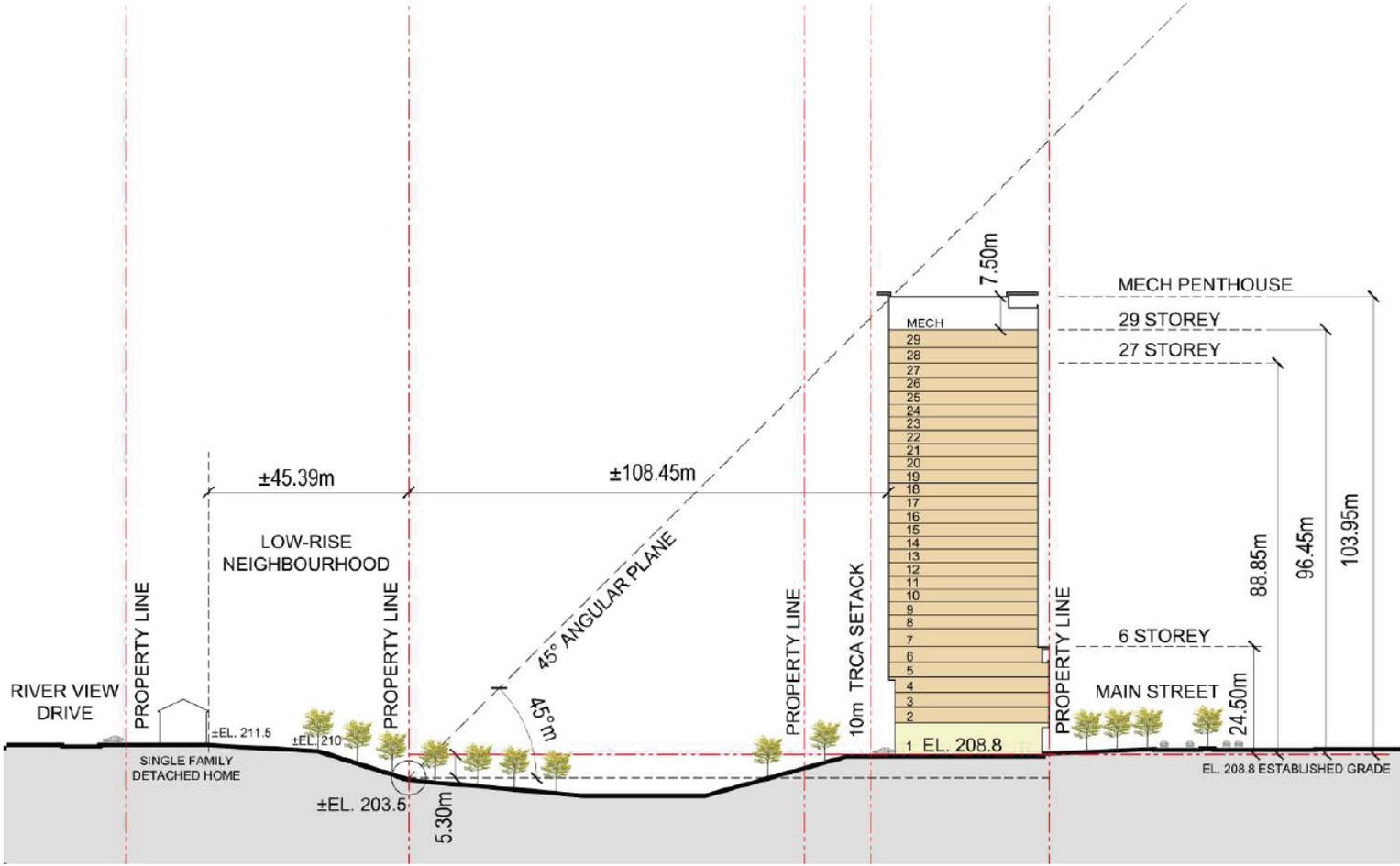
South Elevation (Bartley Bull Parkway Frontage)

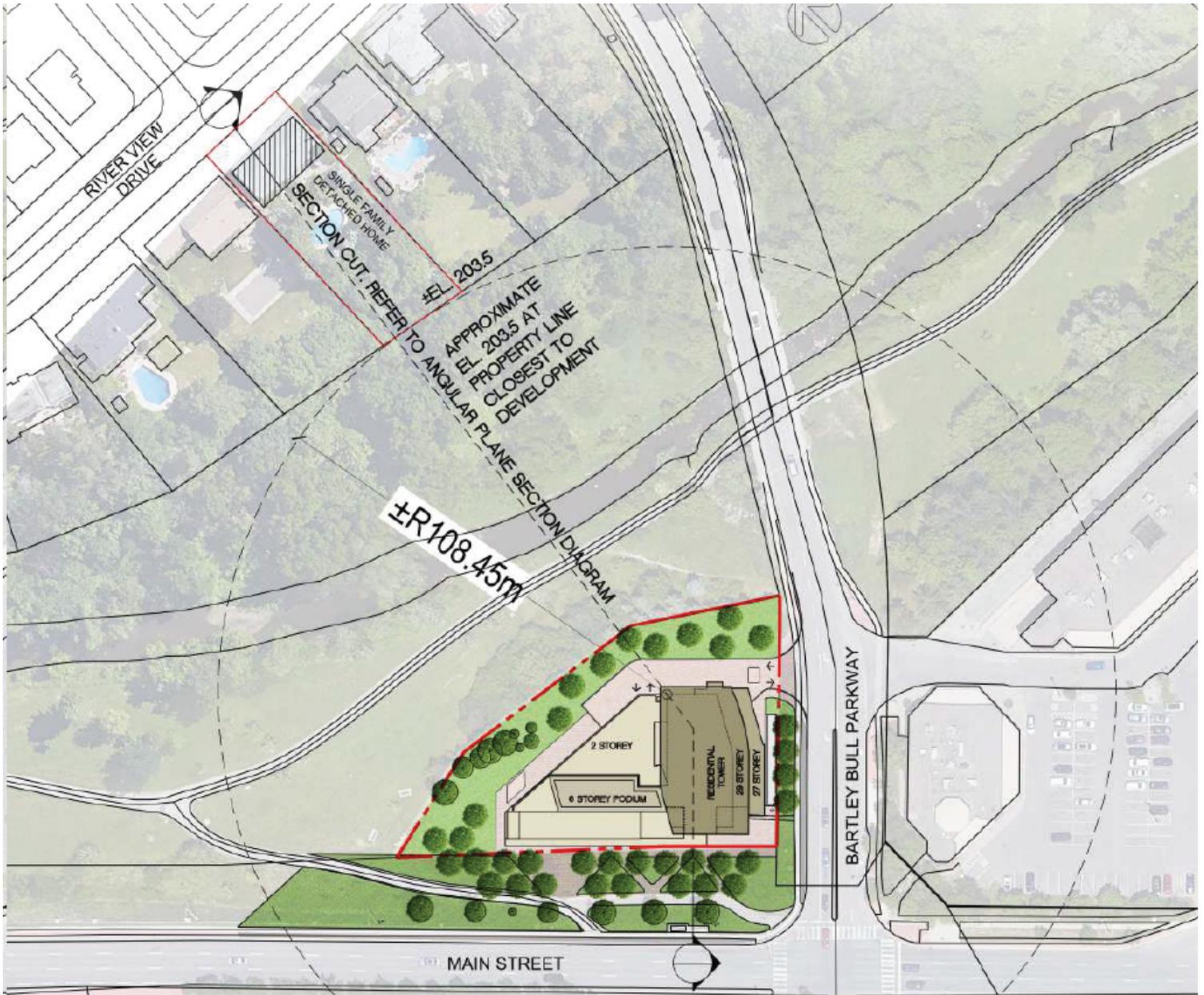


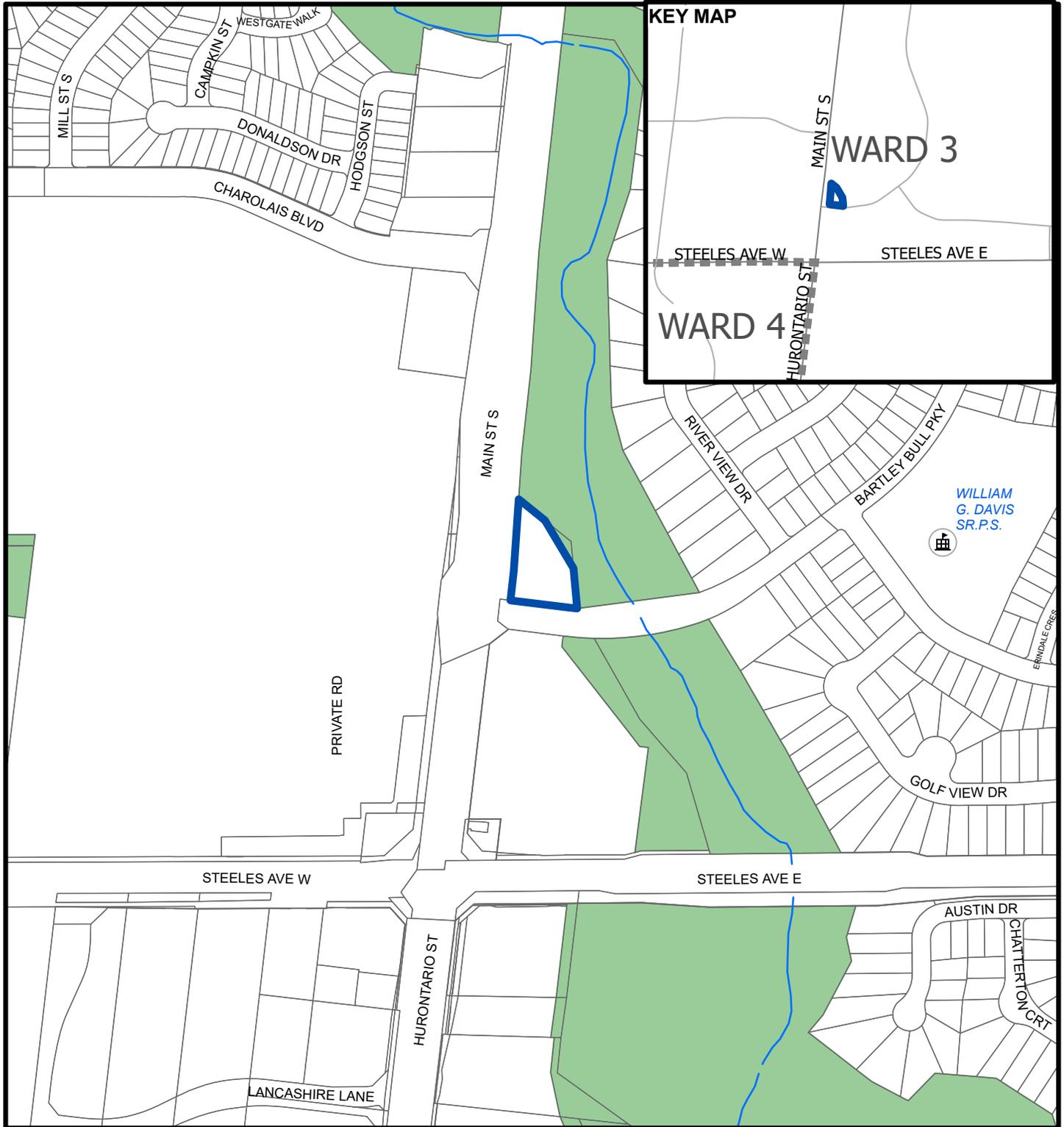
East Elevation (Kiwanis Memorial Park Frontage)



North Elevation (Kiwanis Memorial Park Frontage)



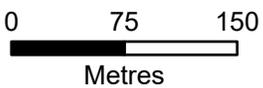




-  School
-  Park
-  Subject Lands
-  Parcel Fabric
-  Major Watercourse



PLANNING, BUILDING AND GROWTH MANAGEMENT

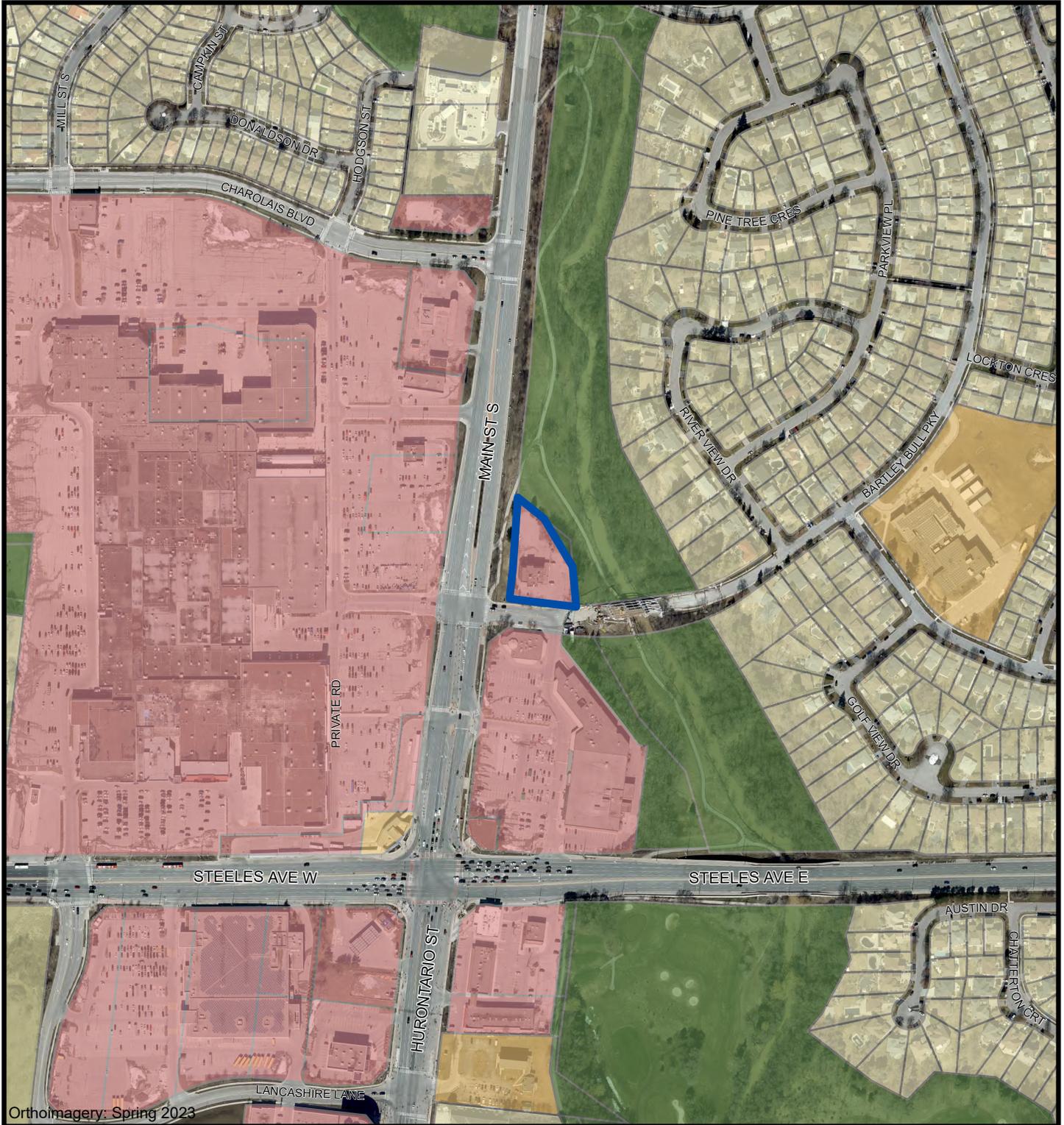


Author: CAntoine  
Date: 2024/03/20



**ATTACHMENT 2  
LOCATION MAP**

**Applicant: Bousefield Inc.  
Owner: Litwillow Holdings Ltd.**

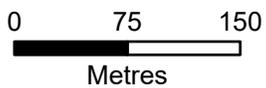


Orthoimagery: Spring 2023

- Agricultural
- Open Space
- Institutional
- Commercial
- Residential
- Subject Lands
- City Limit



PLANNING, BUILDING AND GROWTH MANAGEMENT

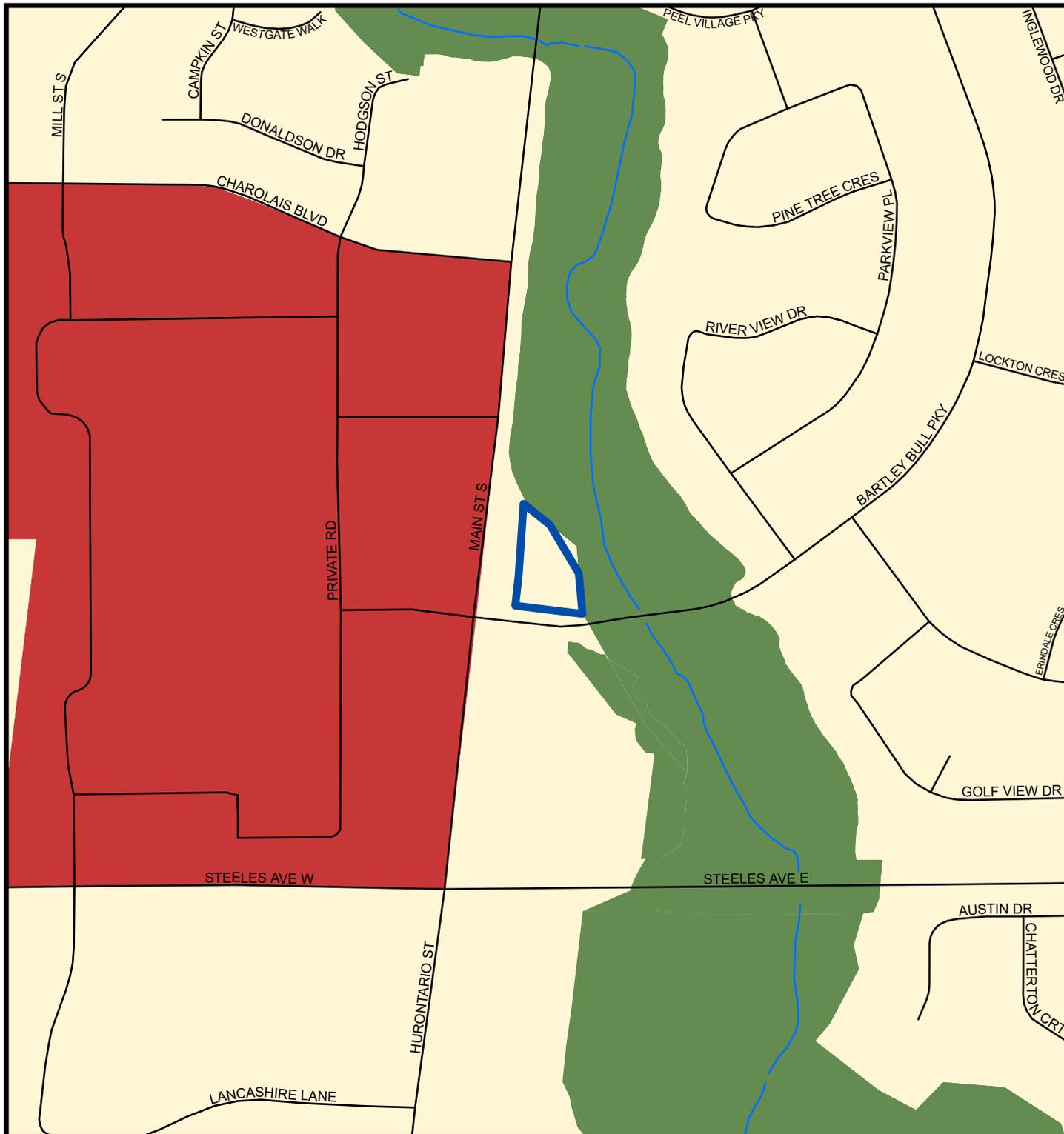


Author: CAntoine  
Date: 2024/03/20



**ATTACHMENT 3  
AERIAL & EXISTING LAND USE**

**Applicant: Bousefield Inc.  
Owner: Litwillow Holdings Ltd.**



EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- MAJOR WATERCOURSES
- OPEN SPACE
- REGIONAL RETAIL
- RESIDENTIAL
- Subject Lands



**BRAMPTON**  
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT

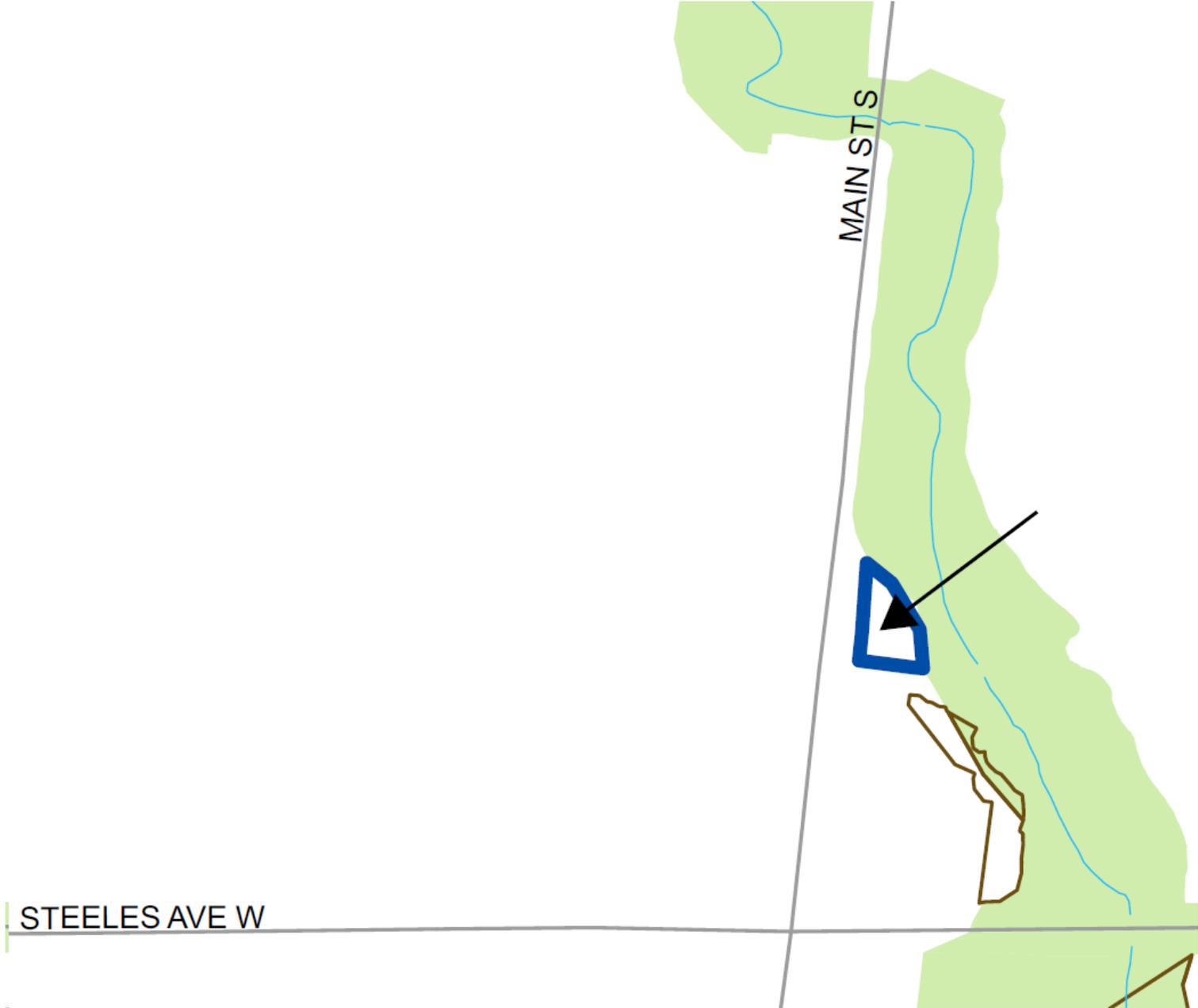


Author: CAntoine  
Date: 2024/03/20



**ATTACHMENT 4A**  
**OFFICIAL PLAN SCH. A LAND USE DESIGNATIONS**

**Applicant: Bousefield Inc.**  
**Owner: Litwillow Holdings Ltd.**



- VALLEYLAND/WATERCOURSE CORRIDOR
- WOODLAND
- SPECIAL POLICY AREA
- OTHER WETLAND
- PROVINCIAL SIGNIFICANT WETLAND
- LAKES
- AREAS OF NATURAL AND SCIENTIFIC INTEREST - EARTH SCIENCE
- AREAS OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE
- ENVIRONMENTALLY SENSITIVE / SIGNIFICANT AREA
- PROVINCIAL GREENBELT/PROTECTED COUNTRYSIDE

EXTRACT FROM SCHEDULE D (NATURAL HERITAGE FEATURES AND AREAS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

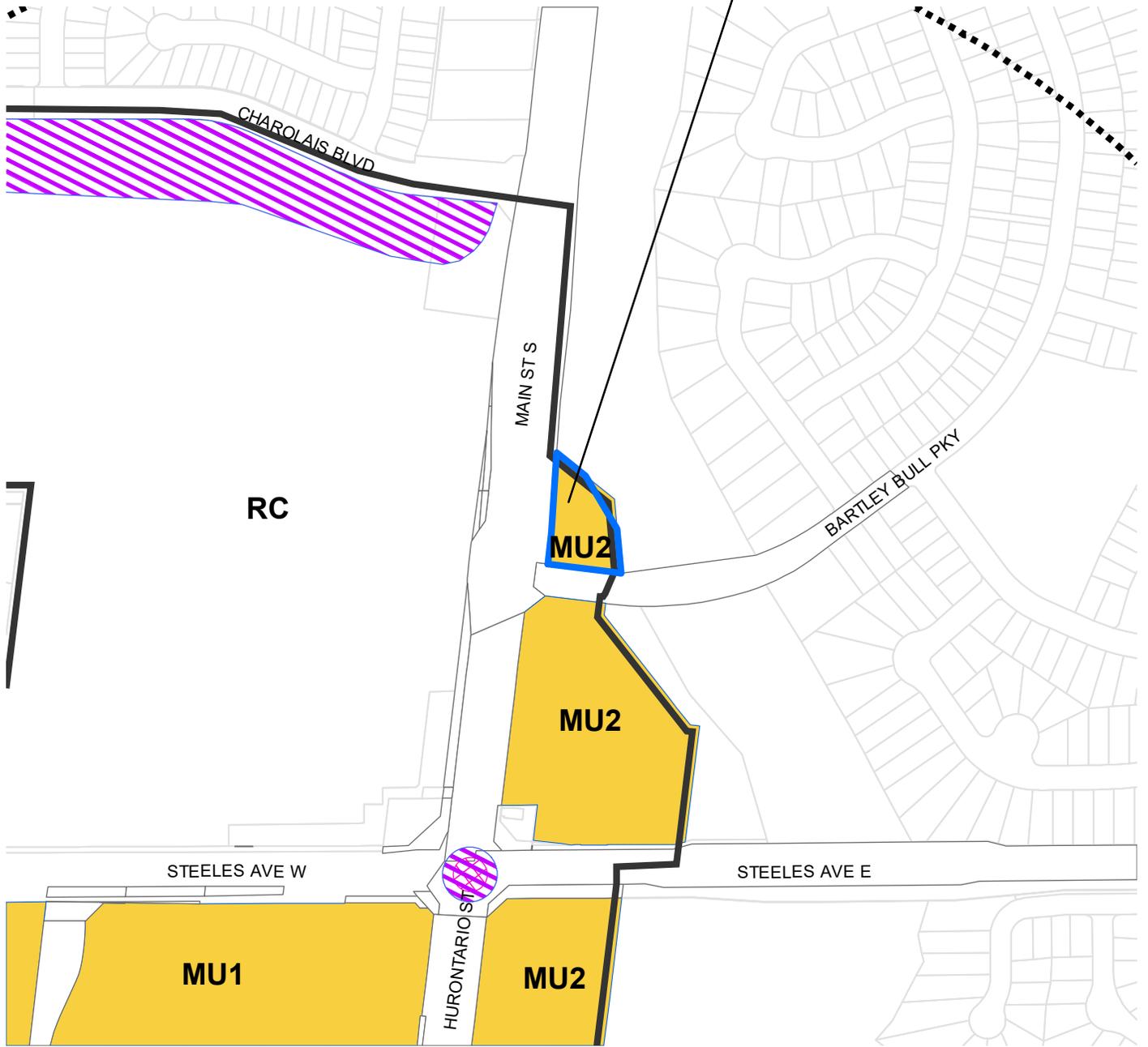
 **BRAMPTON**  
Flower City  
brampton.ca  
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**ATTACHMENT 4B**  
**OFFICIAL PLAN SCHEDULE D:**  
**NATURAL HERITAGE FEATURES & AREAS**

**Applicant: Bousefield Inc.**  
**Owner: Litwillow Holdings Ltd.**

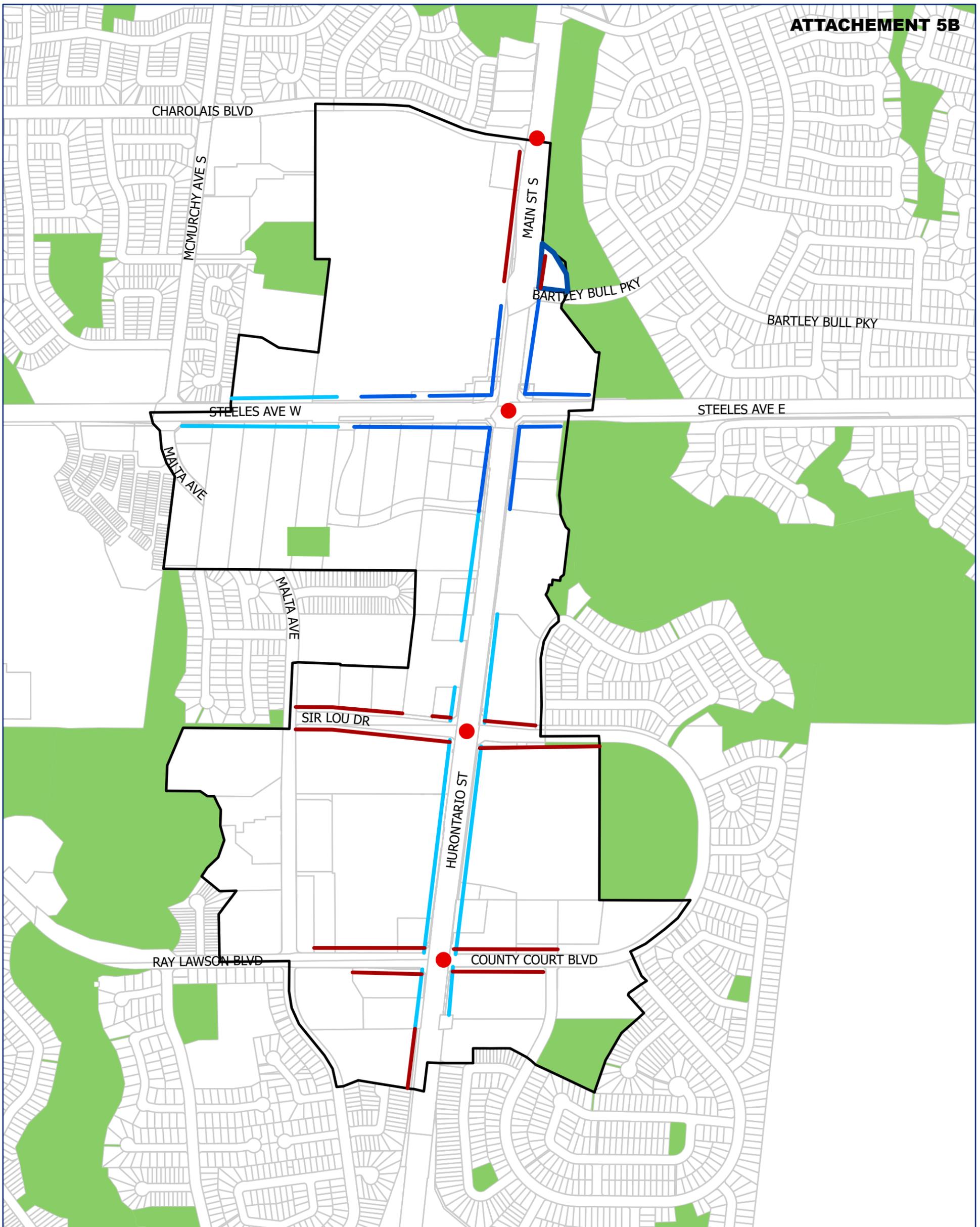
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CITY FILE: OZS-2021-0010

# SUBJECT LANDS



EXTRACT FROM SCHEDULE SP55(A) OF THE DOCUMENT KNOWN AS THE HURONTARIO-MAIN CORRIDOR SECONDARY PLAN

<p><b>RESIDENTIAL</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> MEDIUM DENSITY</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> HD1 HIGH DENSITY ONE</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> HD2 HIGH DENSITY TWO</li> </ul> <p><b>COMMERCIAL</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FF4500; border: 1px solid black; margin-right: 5px;"></span> REGIONAL COMMERCIAL</li> </ul>	<p><b>MIXED USE</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> MU1 MIXED USE ONE</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> MU2 MIXED USE TWO</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> MU3 MIXED USE THREE</li> </ul> <p><b>ROADS</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; border-top: 1px dashed black; margin-right: 5px;"></span> COLLECTOR ROAD</li> </ul>	<p><b>INSTITUTIONAL</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> SENIOR PUBLIC SCHOOL</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> FIRE STATION</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> INSTITUTIONAL</li> </ul> <p><b>GATEWAYS</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%; background: radial-gradient(circle, transparent 1px, #FF0 1px); background-size: 4px 4px; margin-right: 5px;"></span> PRIMARY GATEWAY</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%; background: radial-gradient(circle, transparent 1px, #FF0 1px); background-size: 4px 4px; margin-right: 5px;"></span> SECONDARY GATEWAY</li> </ul>	<p><b>OPEN SPACE</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> NEIGHBOURHOOD PARK</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> CEMETERY</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> 1-2 SPECIAL POLICY AREAS</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black; margin-right: 5px;"></span> LANDS SUBJECT TO THIS AMENDMENT</li> <li><span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #FF0 2px, #FF0 4px); border: 1px solid black; margin-right: 5px;"></span> HEIGHT TRANSITION AREA</li> </ul>
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- Commercial or Institutional Frontage
- Convertible Frontage
- - - Retail Frontage
- Transit Stops
- Subject Lands
- Secondary Plan Area 55
- Open Space
- Parcel Fabric

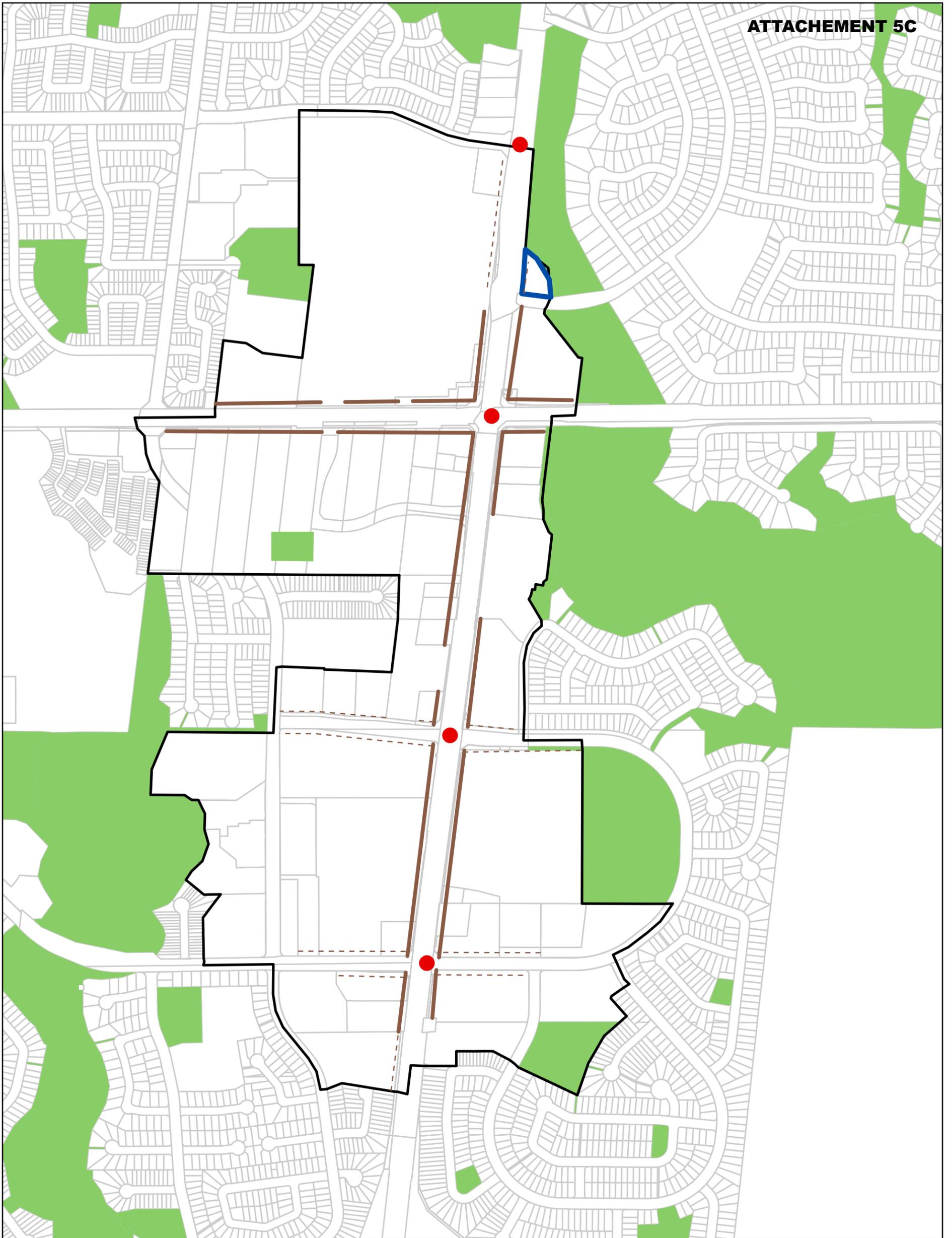
EXTRACT FROM SCHEDULE SP55(B) OF THE DOCUMENT KNOWN AS THE HURONTARIO-MAIN CORRIDOR SECONDARY PLAN



Date: 2024/04/05

**ATTACHMENT 5B**  
 Secondary Plan (SP 55) Appendix B:  
 Permitted Use at Ground Level Facing the Street

**Applicant: BOUSEFIELDS INC.**  
**Owner: LITWILLOW HOLDINGS LTD.**  
 CITY FILE: OZS-2021-0010  
 Page 77 of 180



- Contonuous Street Wall (95%)
- Intermittent Street Wall (70%)
- Transit Stops
- Open Space
- Secondary Plan 55
- Subject Lands
- Parcel Fabric

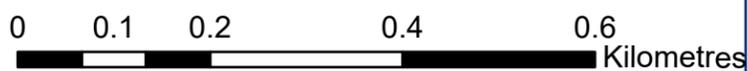
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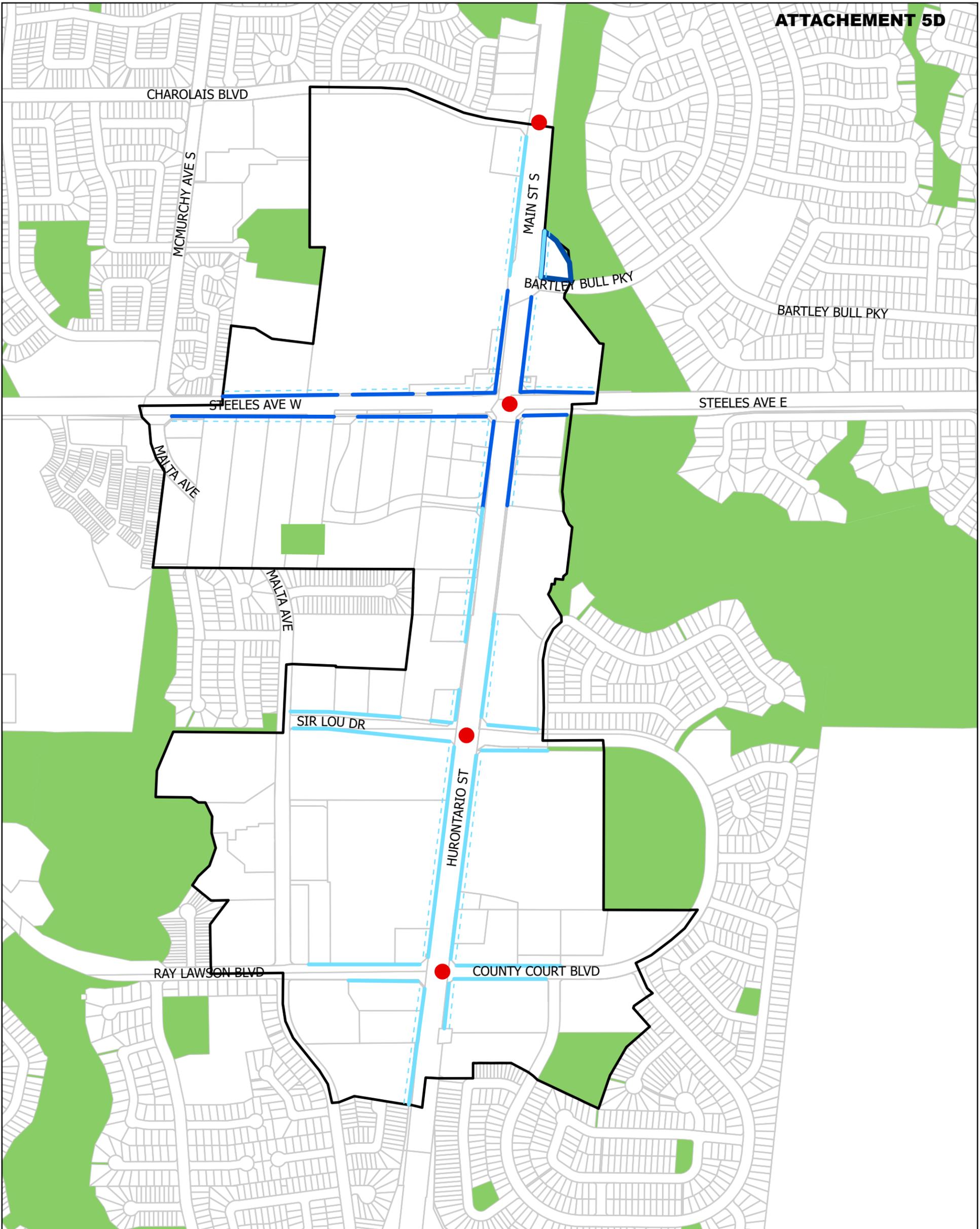
**ATTACHMENT 5C**  
**Secondary Plan (SP 55) Appendix C: Street Walls Along Frontage**

**Applicant: BOUSEFIELDS INC.**  
**Owner: LITWILLOW HOLDINGS LTD.**

CITY FILE # 075-2021-0010



Date: 2024/04/05



- Building must be built at Street Line (0.0m Setback)
- Building must be built within 2.5m of Street Line (max 2.5m setback)
- - - Additional setback of at east 2.5m required above podium
- Subject Lands
- Secondary Plan Area 55
- Open Space
- Parcel Fabric
- Transit\_Stops

EXTRACT FROM SCHEDULE SP55(D) OF THE DOCUMENT KNOWN AS THE HURONTARIO-MAIN CORRIDOR SECONDARY PLAN

**SETBACKS**



Date: 2024/04/05

**ATTACHMENT 5D**  
**Secondary Plan (SP 55) Appendix D: Setbacks**

**Applicant: BOUSEFIELDS INC.**  
**Owner: LITWILLOW HOLDINGS INC.**

CITY FILE: OZS-2021-0010  
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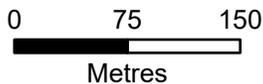


- RESIDENTIAL
- INSTITUTIONAL
- COMMERCIAL
- AGRICULTURAL
- FLOODPLAIN
- OPEN SPACE
- Subject Lands



**BRAMPTON**  
Flower City

PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine  
Date: 2024/03/20



**ATTACHMENT 6  
ZONING MAP**

**Applicant: Bousefield Inc.**  
**Owner: Litwillow Holdings Ltd.**

**Detailed Planning Analysis**  
**City File Number: OZS-2021-0010**

**Overview**

The proposal has been reviewed and evaluated against the *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The *Planning Act*, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

**Matters of Provincial Interest**

***Planning Act, R.S.O. 1990, c. P.13***

The application to amend the Zoning By-law has been reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act*, R.S.O. 1990. The proposed Zoning By-law Amendment represents orderly development in a desired location that is suitable for urban growth and development.

The application has regard to, among other matters of provincial interest such as:

- a) *The protection of ecological systems, including natural areas, features and functions;*
- 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;*
- j) *The adequate provision of a full range of housing, including affordable housing;*
- p) *The appropriate location of growth and development;*

- q) *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and*
- r) *The promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development considers protection of ecological systems, including natural areas, features and functions (Section 2(a)) through the provision of a sufficient environmental buffer to the Etobicoke Creek valleyland in Kiwanis Memorial Park to the northeast. The intensification redevelopment is located in an appropriate location of growth and development (Section 2(p)), particularly given its location within Uptown Brampton and a major transit station area, where significant amount of growth is directed with existing and planned infrastructure and servicing (Section 2(f)) that support public transit and pedestrian orientation (Section 2(q)). The future residents and visitors would be able to take advantage of the pedestrian network and existing Züm bus rapid transit (BRT) and future Hazel McCallion light rail transit (LRT) service. The proposed development adds to a mix of unit types and provides a range of housing options (Section 2(j)) to current and future residents in the area, and represents the orderly development of safe and healthy communities (Section 2(h)). The tower-on-podium built form is also well-designed, and with the at-grade commercial space fronting onto Main Street South, encourages a sense of place for the adjacent public realm and spaces (Section 2(r)).

These sections of the *Planning Act* represent provincial interests in land use matters, and are implemented through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. Further analysis on matters related to provincial interests are discussed in those sections.

Staff is satisfied that the proposed development is consistent with the applicable sections of the *Planning Act*.

### **Provincial Policy Statement (PPS), 2020**

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides direction on matters of provincial interest related to land use planning and development. Staff is satisfied that the proposed development is consistent with the applicable sections of the PPS, 2020.

The PPS policies that are applicable to this application include but are not limited to:

- *Policy 1.1.1 – Healthy, liveable and safe communities are sustained by:*

- a. *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - b. *Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs.*
  - c. *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - e. *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - g. *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- *Policy 1.1.3.1 – Settlement areas shall be the focus of growth and development.*
  - *Policy 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
    - a) *Efficiently use land and resources;*
    - b) *Are appropriate for, and efficiently use, the infrastructure and public services and avoid unjustified and/or uneconomical expansion;*
    - c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
    - d) *Prepare for the impacts of a changing climate;*
    - e) *Support active transportation;*
    - f) *Are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

- *Policy 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- *Policy 1.1.3.4 – Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- *Policy 1.4.1 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area.*
- *Policy 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
  - b) *Permitting and facilitating:*
    1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
    2. *All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
  - c) *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
  - d) *Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;*

- e) *Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*
  - f) *Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;*
- *Policy 2.1.1 – Natural features and areas shall be protected for the long term;*
  - *Policy 2.1.8 – Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas... unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The proposed development is located within a Provincially- and municipally-defined settlement area. It is within the 'Built-Up Area' in the Growth Plan where redevelopment and intensification are directed. The proposed development is also located along an existing higher order transit (Züm BRT) corridor, and within a 'Major Transit Station Area' as defined in the Growth Plan serviced by the future Hazel McCallion LRT, where transit supportive densities are directed. The proposed development will be redeveloping lands that are currently used as a single-storey restaurant with at-grade parking into a residential apartment with ground floor commercial/retail space, which would contribute to an increased mix of housing and employment options for current and future residents in the area and support the housing-related targets set by the Province. The close proximity of the proposed development to nearby commercial uses (e.g. Shoppers World shopping centre) and parks and open space (Kiwanis Memorial Park) would facilitate more active transportation trips and in turn, a healthy and liveable community.

Through the use of zoning controls and relevant urban design guidelines, the built form of the proposed development – constituting a slim tower (with a tower floor plate of 750 square metres) on a six-storey podium that fits within a 45-degree angular plane from the closest single detached dwelling property, would be well integrated into the nearby existing low-rise neighbourhood and planned high-rise and mixed use community in Uptown Brampton, and enhance the character and design of the site.

In addition, the proposed development protects natural features and areas such as the Etobicoke Creek valleyland in Kiwanis Memorial Park by proposing a sufficient

environmental buffer. The existing retaining wall will be removed, and more than 1,200 square metres of the subject lands within the buffer will be naturalized.

Staff is satisfied that the proposed development satisfies the aforementioned sections of and is consistent with the Provincial Policy Statement, 2020.

### **The Growth Plan for the Greater Golden Horseshoe**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a long-term framework for building stronger, prosperous complete communities that support walking, cycling and sustained viability of transit services. The subject lands are located within the *'Built Up Area'* and *'Urban Growth Area'* within the Growth Plan. The proposal has been evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan.

The Greater Golden Horseshoe policies that are applicable to this application include but not limited to:

- *Section 2.2.1.2 – Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a) The vast majority of growth will be directed to settlement areas that:*
    - i. Have delineated built boundary;*
    - ii. Have existing or planned municipal water and wastewater systems; and*
    - iii. Can support the achievement of complete communities;*
  - b) Growth will be limited in settlement areas that:*
    - i. Are rural settlements;*
    - ii. Are not serviced by existing or planned municipal water and waste water systems or*
    - iii. Are in the Greenbelt Area;*
  - c) Within settlement areas, growth will be focused in:*
    - i. Delineated built-up areas;*
    - ii. Strategic growth areas;*

- iii. *Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *Areas with existing or planned public service facilities;*
  - d) *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - e) *Development will be generally directed away from hazardous lands.*
- *Section 2.2.1.4 – Applying the policies of this Plan will support the achievement of complete communities that:*
  - a) *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
  - b) *Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
  - c) *Provide a diverse range and mix of housing options, including second unit and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *Expand convenient access to:*
    - i. *A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *Public service facilities, co-located and integrated in community hubs;*
    - iii. *An appropriate supply of safe, publicly accessible open spaces, parks, trails and other recreational facilities; and*
    - iv. *Healthy, local, and affordable food options, including through urban agriculture*
  - e) *Providing for more compact built form and a vibrant public realm, including public open spaces;*

- f) *Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
  - g) *Integrate green infrastructure and appropriate low impact development.*
- *Section 2.2.4.3. – Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
  - a) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
- *Section 2.2.4.9 – Within all major transit station areas, development will be supported, where appropriate, by:*
  - a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
  - b) *fostering collaboration between public and private sectors, such as joint development projects;*
  - c) *providing alternative development standards, such as reduced parking standards; and*
  - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
- *Section 2.2.4.10 – Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*
- *Section 2.2.7.3 – To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- *Section 4.2.2.6 – Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS and may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The subject lands are located within an area that is built up with existing or planned water, wastewater and stormwater infrastructure and adjacent to existing Züm BRT and planned LRT transit. The proposed development would introduce apartment dwellings of different unit types and sizes to the area for current and future residents as well as ground floor commercial/retail space, which helps facilitate a more complete community for people of all ages, abilities and incomes. The high-rise, mixed-use residential development will also contribute to the City meeting the provincial minimum density target of 160 people and jobs per hectare for the major transit station area. The proposed development will also provide sufficient access to various active transportation and transit options, public service facilities, parks and other amenities. Therefore by introducing this use and density at this location, policies 2.2.1.2 a) to d), 2.2.1.4, 2.2.4.3, 2.2.4.9, 2.2.4.10, and 2.2.7.3 are satisfied. The provision of sufficient buffer from the adjacent natural heritage system of the Etobicoke Creek valleyland with the proposed development also brings the Zoning By-law Amendment application into conformity to policy 4.2.2.6.

Approving the proposed development will help achieve the minimum intensification targets as set out in the City's Official Plan. The proposed development will accommodate growth through intensification and assist in the diversification of Brampton's housing stock. It also protects and enhances the natural heritage features through naturalization. Therefore, Staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

## **Municipal Planning Framework**

### **Region of Peel Official Plan, 2022**

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The Minister of Municipal Affairs and Housing approved the new Region of Peel Official Plan in November 2022 with modifications from the April 2022 Plan adopted by Regional Council. In accordance with this updated plan, the subject application is within the 'Urban System', and within a 'Local Intensification Corridor'.

The development application was submitted before the Regional Official Plan, 2022 was adopted and approved; however, the ROP's sections and policies represent good guiding principles and benchmarks for the proposed development.

- *Policy 5.4.10 - Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing,*

*a good range of jobs, high quality public open space and easy access to retail and public service facilities.*

- *Policy 5.4.11 - Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.*
- *Policy 5.4.16 - Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.*
- *Policy 5.6.11 - Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- *Policy 5.6.13 - Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*
- *Policy 5.9.11 - Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.*

**Table 4 – Peel-Wide New Housing Unit Targets**

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

- *Policy 5.9.13 - Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local*

*municipal strategies, planning approval processes, needs assessments, and market studies.*

The subject lands are located within the 'Urban System' as delineated in 'Urban System' and 'Regional Intensification Corridor' in Schedule E-1: Regional Structure and 'Built-Up Area' in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to nearby existing and planned transit options / active transportation in accordance with Policy 5.4.10. The proposal will contribute to complete communities through the provision of apartment units, commercial uses, in close proximity to existing park facilities (Kiwanis Memorial Park) and planned park facilities (future Shoppers World Community Hub and Park), and other uses in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The proposal also directs development to the urban system in accordance with Policy 5.6.11 of the Region of Peel Official Plan.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Policy 5.6.11 of the Region of Peel Official Plan.

Based on the above, Staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

### **City of Brampton Official Plan, 2006**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject lands are designated as 'Communities' and 'Gateway Mobility Hub', and are located along Main Street South which is designated as 'Primary Intensification Corridor' in Schedule 1 – City Concept of the Official Plan.

The 'Communities' designations are the basic living units of the City. Communities are made up of both existing development and new communities, and must be planned using an ecosystem approach and the principles of sustainability. Certain Major Transit Station Areas are identified as 'Gateway Mobility Hubs', where a concentration of higher

density residential and/or commercial, institutional and employment development are directed to support the higher-order transit.

The subject site is designated as 'Residential' on Schedule A of the Official Plan.

The proposed development meets the intent of the Official Plan and conforms to its policies, specifically:

- *Policy 3.2.1.1 – Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:
  - I. Accommodate a significant portion of population and employment growth;
  - II. Provide a diverse and compatible mix of land uses, including residential and employment uses;
  - III. Provide high quality public open spaces;
  - IV. Support transit, walking and cycling for everyday activities;
  - V. Develop in a compact form that will efficiently use land and resources,
  - VI. Optimize the use of existing and new infrastructure and services;
  - VII. Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
  - VIII. Achieve an appropriate transition of built form to adjacent areas.*
- *Policy 3.2.5.1.1 – Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.*
- *Policy 3.2.5.1.4 – Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12.*
- *Policy 3.2.5.1.2 - Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.*
- *Policy 3.2.6.1 – Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be*

*planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.*

- *Policy 3.2.6.4 – Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.*
- *Policy 3.2.8.1 – The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*
- *Policy 4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.*
  - i) *SP 55 Hurontario-Main Corridor Secondary Plan is an old secondary plan area subject to the old housing and density categories of the official plan*
  - ii) *Apartment or High Density Category, maximum density is 76-198 units/net hectare or 31-80 units/net acre*  
*Permitted housing types are elevator apartments*
- *Policy 4.2.1.3 – The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*
- *Policy 4.2.1.6 – Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.*
- *Policy 4.2.1.15 – Brampton shall consider the following natural heritage planning principles in the design of residential development, including:*
  - (i) *Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features;*
  - (v) *Protection, maintenance and restoration of remaining trees and woodlots; and,*
  - (vii) *That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority to be conserved in perpetuity from development, to protect their ecological*

*features, functions and linkages including natural hazard management and ecosystem biodiversity.*

- *Policy 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.*
- *Policy 4.5.4.19 – The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*
- *Policy 4.5.4.24 – The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province’s “Transit Supportive Land Use Planning Guidelines” to ensure transit and pedestrian oriented forms of development.*
- *Section 4.6.6 – Brampton looks to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible, as well as to buffer adjacent natural areas and identify opportunities to provide and enhance connections. Development and site alteration shall not be permitted on lands adjacent to natural heritage features.*
- *Section 4.6.7 – Development and site alteration is generally not permitted within a valleyland or watercourse corridor, and these lands including associated environmental hazards and defined conservation buffers, will be gratuitously conveyed to the City of Brampton.*
- *Policy 4.11.3.1.2 – Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.*
- *Policy 4.11.3.2.7 – The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*

The subject site is located along the Main Street South Primary Intensification Corridor and is within the Gateway Mobility Hub centered at Main Street South/Hurontario Street and Steeles Avenue. These areas are to accommodate concentration of higher density residential, commercial and employment densities in Brampton. The proposed development will contribute towards the minimum targets for new residential development within the built-up area, as well as towards the Gateway Mobility Hub policies to accommodate 100 to 150 people and jobs combined per hectare. With an FSI of 6.40 and heights of 29 storeys the proposed development exceeds the Gateway Mobility Hub target of a 3.0 FSI and targeted heights of 3 to 25 storeys. However, the FSI target applies across the entire Gateway Mobility Hub Area. Similarly, the Primary Intensification Corridor has a targeted FSI of 1.5 over the entire intensification corridor. The site is also situated in a Primary MTSA which has been noted to not have a maximum height restriction or FSI cap. The proposed development is consistent with this Section, as well as Policies 3.2.2.1, 3.2.5.1.1, 3.2.5.1.4, 3.2.6.1 and 3.2.6.2 of the Official Plan.

While the Hurontario-Main Corridor Secondary Plan permits a maximum floor space index of 4.0 at this property, the proposed Zoning By-Law Amendment seeks to exceed this density to a Floor Space Index of 6.40 in accordance with Policy 3.2.6.2 of the Official Plan.

The Official Plan encourages a range of housing accommodation in terms of dwelling type, through appropriate mix and density policies. The subject lands are located within an Intensification Corridor, Mobility Hub, and MTSA and therefore development may exceed 200 units per net hectare. The proposed density is 330 units per hectare. A variety of unit types are proposed (one-, two-, and three-bedroom units). Policies 4.2.1.2, 4.2.1.3, and 4.2.1.8 of the Official Plan are satisfied.

The proposal will result in the redevelopment of an under-utilized site within the built-up area. Infill redevelopment and intensification are encouraged as they utilize existing infrastructure, including public transit. The proposal is in close proximity to existing transit infrastructure including the Brampton Gateway Bus Terminal and along an existing Züm BRT route. Additionally, the proposed development will be located within walking distance to the future Brampton Gateway station on the Hazel McCallion LRT line that is currently under construction. It will help to support the existing, planned, and under construction transit operations in the area, and as a result will help achieve the policies of 3.2.8.1 and 4.5.4.19.

The type of development proposed is also in a compact, transit-supportive built form that makes efficient use of the existing and planned infrastructure including public transit service and contributes to the public realm. In conformity with Policy 4.11.3.1.2, the

proposed development has a tower-on-a-podium built form with a small tower floor plate at 750 square meters that is sensitive to its immediate context. The podium of the building would be built to the lot line along Main Street South, with the height of the ground floor (at 7.2 metres) being appropriate to accommodate commercial/retail uses. The developments impact on the adjacent Etobiocke Creek valleyland (and Kiwanis Memorial Park) will be minimized with the provision of a sufficient buffer and setback, along with a small tower floor plate which facilitates fast-moving shadows throughout the day. The City shall request the conveyance of these lands to the City in subsequent site plan control application process in accordance with Policy 4.6.7.4.

As such staff are of the opinion that the proposed Zoning By-law Amendment meets the intent of the Brampton Official Plan.

### **The Brampton Plan**

The City's new Brampton Plan establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Plan reinforces upper-level planning policies of the PPS, the Growth Plan and the Regional Plan. The Brampton Plan was adopted by Council on November 1<sup>st</sup>, 2023 and is pending Region of Peel's approval as of writing of this Report. While the Brampton Plan is currently not in effect, it represents an emerging planning policy framework and Council direction.

The subject lands are located within the 'Primary Major Transit Service Areas', 'Primary Urban Boulevard' and 'Community Area' designation of Schedule 1A – City Structure. Furthermore, the land is designated as 'Mixed Use' in Schedule 2 – Designations. In addition, the subject lands are within the Schedule 13m – Major Transit Service area and is designated as 'Mixed Use (High Rise – Mixed Use)'.

Brampton Plan policies that are applicable to this Zoning By-law Amendment application include but are not limited to:

- *Policy 2.2.1.1a. - The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.*

- *Policy 2.2.1.2b - The Primary Urban Boulevard and Secondary Urban Boulevard overlays provide for greater intensity, form, and scale along key Corridors where there has been investment in higher-order transit to support placemaking in key transit-supported locations, but at a lesser scale than Centres. Boulevards function as both destinations and connections and provide for a mix of uses, moderate intensification and a vibrant street life.*
- *Policy 2.2.3.3 - In 2051, Brampton's Urban and Town Centres will be highly connected hubs of activity that feature a variety of land uses including a diversity of housing types and tenures, and jobs, promoting opportunities for social and economic exchange. Urban and Town Centres will be gathering places that serve a regional function where the Mobility Network converges. To achieve this, development in Urban and Town Centres will:*
  - a) *Foster Vibrant Urban Places. Centres will maintain and enhance an urban pattern of built form and streets, open space network, site design, enhanced public realm and a balanced mix of uses.*
  - b) *Prioritize Sustainable Mobility. Centres will encourage comfortable and enjoyable active transportation facilities, especially with direct connections to Rapid Transit stations, while discouraging uses, site design and building forms that create reliance on private automobiles.*
- *Policy 2.2.3.4 - Growth in the city will be directed to Centres and Boulevards as shown on Schedule 1A in order to achieve the following:*
  - a) *The efficient use of land, infrastructure and services.*
  - b) *A concentration of people and employment opportunities in areas that have convenient access to transit and that supports trips made by active modes of transportation.*
  - c) *A broad range of uses in accordance with the permitted uses of this section to support complete communities and the creation of 15-minute neighbourhoods city-wide.*
  - d) *Building types and tenures to provide a full mix and range of housing options, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.*
  - e) *Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.*
  - f) *Improved air quality, energy efficiency, and reduced greenhouse gas emissions.*

- g) *Green infrastructure to improve surface and groundwater quality.*
- *Policy 2.2.6.2 - Lands designated Mixed-Use on Schedule 2 will:*
  - a) *Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.*
  - b) *Concentrate a broad range of uses that create attractive multistorey street-related building environments.*
  - c) *Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.*
  - d) *Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.*
  - e) *Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.*
  - f) *Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as familyfriendly housing units in key growth areas.*
  - g) *Have connection and access to community services, including schools, parks, community centres, libraries and childcare.*
  - h) *Improve the pedestrian experience by making it attractive, comfortable and safe.*
  - i) *Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.*
- *Policy 2.2.6.3 - The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:*

- a) *A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;*
  - b) *Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;*
  - c) *Community services and facilities provided these are located on an arterial or major collector road; and,*
  - d) *Missing middle housing options to support the transition between Mixed-Use and adjacent designations.*
- *Policy 2.2.6.4 - The full range of uses will not necessarily be permitted on all properties designated Mixed-Use. Such uses will only be permitted in conformity with the policies of this section, the respective Overlay, if applicable, as well as the applicable Secondary-Level Plan or Major Transit Station Area study.*

The subject lands are located within the ‘*Primary Major Transit Service Areas*’, ‘*Primary Urban Boulevard*’ and ‘*Community Area*’ designation of Schedule 1A – City Structure. Furthermore, the land is designated as ‘*Mixed Use*’ in Schedule 2 – Designations. In addition, the subject lands are within the Schedule 13m- Major Transit Service area and is designated as ‘*Mixed Use (High Rise – Mixed Use)*’.

Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, Brampton residents need for day-to-day living within a 15-minute walk or bicycle ride from their home.

Mixed-use development means mixed-use development is the development of land or a building with two or more different uses, such as residential, office and retail. Mixed-use can occur vertically within a building, or horizontally on a site. Mixed-use areas will provide for complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses.

The proposal conforms to the ‘*Mixed Use*’ designation of the Brampton Plan. The Zoning By-law Amendment facilitates the development of apartment residential units with ground floor commercial spaces, which will contribute to the minimum density targets and the creation of complete streets to provide pedestrian access to stores and other businesses, co-located with residential uses in accordance with Policy 2.2.3 and 2.2.6 of the Brampton Plan. The subject property is also located close to existing and future planned transit infrastructure, including the existing BRT Corridor along Main Street South. Access to the transit infrastructure will aide future residents in reaching community amenities, services, and destinations within and around the City.

As such, the proposal is consistent with the 'Mixed Use' land use designation and an amendment to the Brampton Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Brampton Plan.

### **Hurontario – Main Corridor Secondary Plan (Secondary Plan Area 55)**

The Hurontario-Main Corridor Secondary Plan (Area 55) replaced portions of the Brampton South Secondary Plan (Area 16), Brampton East Industrial Secondary Plan (Area 17) and the Fletcher's Creek South Secondary Plan (Area 24) as amended. The subject property is designated 'Mixed Use Two (MU2)' in this Secondary Plan. This designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. It represents lands that will have the next highest densities in the Secondary Plan area. While the maximum permitted density and height associated with this land use designation are 3.0 FSI and 63.0 metres (20 storeys) respectively as per Section 5.3.3, Planning Staff have deemed the Zoning By-law Amendment application to have provided sufficient justification for the proposed additional building height and density so that an Official Plan Amendment to the Secondary Plan is not required to facilitate the proposed development in accordance with Section 5.1.1.

The portion of the site that fronts Main Street South is designated as 'Convertible Frontage' per Appendix B of the Secondary Plan. This designation permits residential uses at ground level that may transition to retail, commercial, office or institutional uses in the future. This portion of Main Street South is also designated 'Intermittent Street Wall (70%)' per Appendix C, meaning that the continuous street wall (building facade along the street) must achieve a minimum of 70%. The building must be built within 2.5m of Street Line (maximum 2.5m setback), with an additional setback of at least 2.5m required above the podium for this stretch of Main Street South (Appendix D).

The Secondary Plan policies that are applicable to this application include, but are not limited to:

- *Policy 5.1.1 - Higher densities will be designated in key locations along the Corridor, in proximity to the transit stops near the intersection of Hurontario Street with Steeles Avenue, Sir Lou Drive and County Court Boulevard. This will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations and increases the likelihood that people will use higher order transit, which, in turn, will improve the efficiency and frequency of the transit system. Accordingly, the densities permitted under the*

*various designations in the following sections recognize the varying characteristics along the Corridor*

- i. Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.*
- *Policy 5.3.3. - The Mixed-Use Two designation represents lands that will have the next highest densities and applies to the lands, which are presently characterized mainly by single story retail, office and institutional uses, generally on the northeast and southeast corners of Hurontario Street and Steeles Avenue East and lands on the north and south sides of Sir Lou Drive, County Court Boulevard and Ray Lawson Boulevard as shown on Schedule SP55(a). Lands south of Steeles Avenue that are designated Mixed-Use Two shall be developed predominantly for office and institutional uses.*
  - i. Notwithstanding Section 3.2.6.2 of the Official Plan, lands designated Mixed-Use 2 on Schedule SP55(a) shall be permitted to develop to a maximum density of 3.0 FSI and a maximum building height of 63.0 metres (20 storeys).*
- *Policy 5.9.4.1*
  - i. New development and redevelopment shall support a pedestrian scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stops, services and other desirable destinations.*
  - ii. New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks.*
  - iii. Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.*
- *Policy 5.9.6*
  - i. Parking structures, underground parking and side-street parking will be encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings, where the side edge of the building does not front a street. There will be no parking between a building and Hurontario/Main Street or at intersections;*

- ii. *Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;*
- *Policy 5.11.1 Design*
  - i. *All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;*
  - ii. *Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;*
  - iii. *Designated as a Main Street Primary Corridor in the Official Plan, the Hurontario/Main Street Corridor will receive the highest level of design treatment followed by the Primary Corridor designation on Steeles Avenue;*
  - iv. *Development shall be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area in accordance with Appendix E and the guidelines for Green Connectors provided in the Hurontario/Main Street Corridor Master Plan;*
  - v. *Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;*

The 'Mixed-use Two' designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. While the maximum permitted density and height associated with this land use designation are 3.0 FSI and 63.0 metres (20 storeys) respectively as per Section 5.3.3, Planning Staff have deemed the Zoning By-law Amendment application to have

provided sufficient justification for the proposed additional building height and density so that an Official Plan Amendment to the Secondary Plan is not required to facilitate the proposed development in accordance with Section 5.1.1.

A Planning Justification Report has been submitted and in conjunction with the Urban Design Brief, Parking Study, Traffic Impact Study and other technical reports; upon review Staff has deemed that sufficient rationale for the requested increase in density and building height have been provided. As described herein the proposed development aligns with the Provincial policy directives which support high-density development taking place within the built-up area to take advantage of existing and future infrastructure and support transit services, such as the Züm BRT and future Hazel McCallion LRT.

The Urban Design Brief submitted with this application covers specific design principles to guide the site and building architectural design, including principles about site elements and pedestrian linkages, landscape and landscape buffers, amenity spaces. This brief also includes principles to encourage place-making that will create a sense of identity to the area surrounding this development. The amenity space will be designed for multi-functional uses. This satisfies Policies 5.9.4.1 ii) to iv) and 5.11.1 i),ii) and v) of the Secondary Plan. Sidewalks and pedestrian connections on the subject lands have also been incorporated into the design. While the applicant's proposal generally aligns with the City's goals for this frontage, it is anticipated that the streetscape will be finalized as part of the detailed design work at the Site Plan stage. Policies 5.9.3.1 iii) and 5.11.5. i)-iii) of the Secondary Plan are satisfied.

The portion of the site that fronts onto Main Street South is designated for '*Convertible Frontage*' in Appendix B. The minimum ground floor height is to at least 4 metres for all new buildings shall mean residential frontage that is permitted to transition to commercial or institutional frontages. This portion of Main Street South is also designated '*Intermittent Street Wall (70%)*' in Appendix C, meaning that the intermittent street wall (building facade along the street) must achieve a minimum of 70% of the length of the front lot line. The building shall be built at the Street Line (maximum 2.5 metre setback), with an additional setback of at least 2.5m required above the podium as well (Appendix D).

The proposed development conforms with the built form and design policies set out in the Secondary Plan. The ground floor height of 7.2 metres and commercial frontage of the proposed development conforms to the minimum standards set out in Section 5.1.2. The proposed development also conforms to Section 5.3.1, with the 65.5-metre street wall along Main Street South constitutes over 85% of buildable frontage or 71.4% of

overall Main Street South frontage and the building is sited on the Main Street South property line.

As such staff are of the opinion that the proposed zoning by-law amendment meets the intent of the Hurontario-Main Corridor Secondary Plan.

### **City of Brampton Zoning By-law:**

The subject site is currently zoned 'Highway Commercial One, section 3132' (HC1-3132). As per the City's Zoning By-law 270-2004, as amended, only restaurants or take-out restaurants that comply with prescribed zoning standards are permitted on the subject site. Residential and retail uses are not permitted within the current zoning. An amendment to the Zoning By-law is therefore required to facilitate the proposed high-rise, mixed use residential development.

This recommended Zoning By-law Amendment proposes rezoning the subject lands to a Residential Apartment B (R4B) zone while revising site-specific section 3132 (R4B-3132), and an Open Space zone (OS) to permit the high-rise mixed-use development. The provisions of the recommended site-specific zoning facilitates a transit-supportive built form and ensure proper siting of the proposed building, setbacks, and appropriate transitions of building height and massing to mitigate/reduce adverse impacts onto nearby existing and established low-rise residential properties and Kiwanis Memorial Park.

Staff is satisfied with the recommended zoning provisions for the development of the lands.

### **Sustainability Score and Summary:**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. As the application was submitted before July 1<sup>st</sup>, 2022, this development application would be subject to the original Sustainability Metrics, Sustainability Score Thresholds, and Sustainability Assessment Tool that were in place prior to the Program update.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The proposed application has a Sustainability Score of 57, which achieves the City's Silver threshold. City staff will further verify the sustainability score during the site plan process, and work with the applicant to ensure the minimum Bronze threshold is achieved or exceeded.

### **Documents Submitted in Support of the Application**

The applicant has submitted and received approval for the following studies and plans in support of the application:

### **Arborist Report / Tree Preservation and Inventory Plan**

An Arborist Report and Tree Preservation and Inventory Plan were prepared by Beacon Environmental, dated February 8, 2021 and revised on October 6, 2022. The study has found 41 trees that were tagged and inventoried. A total of 21 trees are anticipated to be preserved; whereas, 33 trees will be replaced. Opportunities for compensation plantings on the subject property may include street and park trees, or buffer plantings, and within existing natural heritage features as well as within the tree compensation block/area.

Open Space staff has reviewed the application and have no objections to the report for the purpose of the rezoning application, and will undertake further review as part of the site plan process.

### **Preliminary Geotechnical investigation**

A Geotechnical Investigation Report prepared by Terraprobe Inc., dated August 8, 2019 with an addendum dated December 22, 2020, was completed and submitted to support the original application. The purpose of this report is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of the proposed development. City staff has no objections to this report.

### **Planning and Urban Design Rationale Report**

Bousefields Inc. submitted a Planning Justification Report, dated February 2021, with an addendum dated June 25<sup>th</sup>, 2023, to provide the planning policy context and rationale to support the original proposal for the proposed increased intensity of use.

The report concludes that the proposed Zoning By-law Amendment satisfies the *Planning Act*, are consistent with the Provincial Policy Statement, and conform to and do not conflict with the Growth Plan and the Region of Peel Official Plan. Planning staff has evaluated this report and has found it satisfactory.

### **Hydrogeological Site Assessment Report**

A Hydrogeological Site Assessment Report, dated February 10<sup>th</sup>, 2021 and revised on September 28<sup>th</sup>, 2022 has been prepared by Terraprobe Inc., was completed and submitted for the development proposal. The purpose of this report is to provide observations and assessment findings on hydrogeological groundwater related matters and recommendations in support of the proposed development and potential permitting

for construction dewatering activities. The report presents their findings and mitigation recommendations including potential Low Impact Development (LID) features be incorporated at the site to compensate for the infiltration deficit. Engineering staff have no objections to this report.

### **Environmental Noise Report**

An Environmental Noise Assessment Report, dated December 21<sup>st</sup>, 2020 and prepared by Gradient Wind Engineers & Scientists, was completed and submitted for the development proposal. The purpose of this report is to investigate the potential impact of environmental noise on the proposed development and recommend appropriate mitigation measures.

The Noise Study notes that a detailed review of window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the building will be required. In addition, a detailed roadway traffic noise study will be required at the site plan stage to determine specific noise control measures for the development.

For the purpose of the Zoning By-law Amendment application, Development Engineering staff has no objections to this report.

### **Sun/Shadow Study**

A Sun/Shadow Study, dated November 25<sup>th</sup>, 2020 and prepared by IBI Group, was completed and submitted as part of the first resubmission in support of the then- 25-storey mixed-use building. A revised study dated August 5<sup>th</sup>, 2022 and December 12<sup>th</sup>, 2023 was submitted to incorporate the revised height of the building to 29 storeys. The submitted study shows no significant shadow impact to adjacent residential properties and key public realms. It is in compliance with the requirements outlined in the Terms of Reference for a Residential Private Outdoor Amenity Area, Building Faces and Community Outdoor Amenity Area.

Planning and Design staff has reviewed the Shadow Study, and concluded that study and its findings are acceptable.

### **Traffic Impact Study**

A Traffic Impact Study (TIS), prepared by BA Group dated December 22<sup>nd</sup>, 2020 (and revised October 17, 2022) with an addendum dated June 27<sup>th</sup>, 2023, was completed and submitted for the development proposal. The purpose of this report is to assess and analyze existing transportation network and traffic conditions, long-term traffic forecasts

and proposed parking supply, and recommend transportation system improvements to mitigate the projected traffic impact if necessary.

The TIS notes that vehicular traffic movements are forecasted to operate at acceptable levels of service up to the 2027 horizon with the net impact from the proposed development to be acceptable. With the implementation of the Hurontario LRT and associated changes to the intersection lane configurations, the intersection will continue to operate under acceptable conditions. The addition of site traffic will not have a significant impact on the overall intersection.

Traffic Services Staff has deemed the study as acceptable for the purpose of the Zoning By-law Amendment.

A Parking Study was included as part of the TIS Study. The proposed development has been reviewed with the City's Parking By-law 45-2021, which came into effect on March 24, 2021. The subject by-law removes minimum vehicle parking requirements for multi-unit residential and retail uses in the City's Zoning By-law 270-2004 within the designated area as identified in Schedule B-7, which includes the subject site. Despite the removal of minimum vehicle parking requirements for residential and retail uses for the Site, Brampton Parking By-law 45-2021 specifies a residential vehicle parking requirement of 0.20 spaces / unit for visitors. Application of the parking standards of City of Brampton Zoning By-Law 45-2021 to the proposed development would result in the requirement for a total of 66 vehicle parking spaces for visitor use. The proposed development provides 164 parking spaces, which comprises of 112 resident parking spaces, 50 visitor parking spaces, 1 (one) car-share parking space and 6 (six) accessibility parking spaces. The visitor parking provision adheres to the minimum visitor parking required in the Parking by-law. Traffic staff have reviewed the submitted TIS study and find it acceptable.

### **Urban Design Brief**

An Urban Design Brief prepared by Bousefields Inc., dated February 2021 with a revision dated November 2022, was completed and submitted for the proposed development application. The Urban Design Brief focuses on principles for site configuration and design, massing and built form, and landscape and architectural treatments at a high level.

The proposed development will follow the City of Brampton's Vision as outlined in the Development Design Guidelines and the Hurontario-Main Corridor Secondary Plan policies (SP 55) built form guidelines to achieve a neighborhood that is a visually attractive built environment with distinct character with high-quality materials and finishes throughout the proposed development. The proposed 29-storey mixed use

building will incorporate elegant architectural design, and appropriate heights that respond to the surrounding context, a variety of private and public amenity spaces, and public realm improvements such as an entry plaza and active grade-related uses fronting Main Street South. The proposed development will also incorporate attractive and significant landscaping to improve the pedestrian realm and create an aesthetic streetscape.

Planning and Design Staff has no objections to the Urban Design Brief for the purpose of the Zoning By-law Amendment application.

### **Pedestrian Wind Study**

A Pedestrian Wind Tunnel Study Report was conducted by Gradient Wind Engineers and Scientists in support of the proposed rezoning. This report was prepared on December 21<sup>st</sup>, 2020 and revised on July 21<sup>st</sup>, 2023. The study was performed in accordance with industry standard wind tunnel testing and data analysis procedures.

Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Brampton, the study concludes that the proposed wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. Exceptions include isolated pedestrian areas within the study site, as well as some building access points. Detailed mitigation measures have been provided as a response. With the future developments to the southwest approved and constructed as currently designed, the wind conditions throughout the development site and surrounding areas will generally experience improvements in wind comfort with the noted densification. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions that could be considered unsafe.

Staff have reviewed the Pedestrian Wind Tunnel Study Report and have requested a signed letter from the applicants Engineering (stamped and signed) confirming that which confirms that in their professional opinion, possible wind mitigations would not require changes to the building design and massing (e.g. tower height, tower separation, building setbacks). Staff have since received said letter and have no further comments regarding the Wind Tunnel Study at this time.

### **Scoped Environmental Impact Study**

A Scoped Environmental Impact Study (EIS), dated February, 2021 and revised on October 2022 and February 23<sup>rd</sup>, 2023, was prepared by Beacon Environmental Limited. The report was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The Scoped EIS was prepared in accordance of the Terms of Reference approved by the City and the Toronto and Region Conservation Authority (TRCA).

A 6m setback was applied for the underground park to mitigate the erosion hazard. Furthermore, the proposed redevelopment provides greater separation from the valleyland than the existing development, which provides opportunities for naturalization and enhancement of the valley. The existing vegetation is dominated by non-native, invasive common Buckthorn thicket and planted horticultural trees associated with the existing development and does not qualify as significant woodland or significant wildlife habitat. As such, no buffer was applied to the staked dripline of vegetation contiguous with the valleyland.

Beacon Environmental concluded that removing the existing retaining wall and parking spaces at the southeast corner of the property and restoring a natural valley slope, removing parking spaces at the southeast corner of the property and restoring a natural valley slope, removing invasive non-native species such as Buckthorn and Norway Maple, and planting a diversity of native species along the top of the valley slope, which will result in a net benefit to the natural heritage system.

Environmental Planning staff found the study satisfactory for the purpose of the Zoning By-law Amendment application and will work on implementation through the site plan approval process.

### **Environmental Site Assessments and Record of Site Condition**

A Phase I Environmental Site Assessment (ESA) dated June 3<sup>rd</sup>, 2020, and a Phase II ESA dated January 26, 2021, for the subject properties were prepared by Terraprobe Inc. and submitted as part of the original submission. Environmental Engineering staff has requested a Record of Site Condition for the subject property to be filed in the Environmental Site Registry prior to site plan approval and the issuance of a building permit. The purpose of an ESA is to identify any potential environmental concern associated with the subject site.

Environmental Engineering staff found the submitted ESAs satisfactory for the purpose of the Zoning By-law Amendment application.

### **Functional Servicing Report**

A Functional Servicing Report (FSR) prepared by Masongsong Associates Engineering Limited, dated December 20<sup>th</sup>, 2001 with a revision dated June, 2023, were completed and submitted to support the proposed 29-storey, high-rise mixed-use residential building. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. Development Engineering staff reviewed the Functional Servicing Report and Storm Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

### **Waste Management Design Report**

A Waste Management Design Report prepared by PragmaTech Waste Solutions, dated November 30, 2023, has been submitted for staff review. The proposed mixed use multi-residential building is to be located at 2 Bartley Bull Parkway in the Region of Peel and is compliant to the Peel Region Waste Collection Design Manual. The collection area has met all the requirements of the region regarding approach and overhead clearance. Staff have reviewed the report and find the proposed management design acceptable.

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# RESULT OF EXTERNAL CIRCULATION

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May 13, 2021

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

Re: Application for Zoning By-Law Amendment – 2 Bartley Bull Parkway - COB File: OZS-2021-0010

Dear Nicholas:

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.

F/ All service removal requests are to be initiated by the property owner and, the property owner will be responsible for all costs associated with the service removal.

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

Yours Truly,

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

## Li, Wang Kei (Edwin)

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**From:** planification <planification@csviamonde.ca>  
**Sent:** 2021/04/12 3:20 PM  
**To:** Trdoslavic, Shawntelle  
**Cc:** Deibler, Nicholas  
**Subject:** [EXTERNAL]RE: [EXTERNE] - [OZS-2021-0010] Notice of Application and Request for Comments: DUE APR 27/2021

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon,

The Conseil scolaire Viamonde has no comments regarding Zoning By-law Amendment application (File no. OZS-2021-0010) for the development of a 25 storey high-rise residential building at 2 Bartley Bull Parkway.

Best regards, and have a great day!

### 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



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

**Envoyé :** 6 avril 2021 15:04

**À :** Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; Emily Pelleja <Emily.Pelleja@alecrautilities.com>; Chris Kafel <Chris.Kafel@alecrautilities.com>; peelplan@trca.ca; Adam.Miller@trca.ca; Anthony.Syhlonyk@trca.ca; Quentin.Hanchard@trca.ca; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; christopher.fearon@canadapost.ca; circulations@mmm.ca; gtaw.newarea@rci.rogers.com; Municipal Planning <municipalplanning@enbridge.com>; Dennis De Rango <landuseplanning@hydroone.com>; Development.Coordinator@metrolinx.com; Tony To <Tony.To@metrolinx.com>; Pedano, Vito <vito.pedano@peelpolice.ca>

**Cc :** Deibler, Nicholas <Nicholas.Deibler@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail@brampton.ca>; Drumond, Sonya <Sonya.Drumond@brampton.ca>

**Objet :** [EXTERNE] - [OZS-2021-0010] Notice of Application and Request for Comments: DUE APR 27/2021

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** and **Applicant Submitted Documents** for **OZS-2021-0010** for **2 Bartley Bull Parkway**.

If you have any concerns please contact the assigned planner, Nicholas at [Nicholas.Deibler@brampton.ca](mailto:Nicholas.Deibler@brampton.ca)

Please note comments are due to Nicholas by **April 27, 2021**.

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](mailto:shawntelle.trdoslavic@brampton.ca)

Our Focus Is People 



## 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](mailto:shawntelle.trdoslavic@brampton.ca)

Our Focus Is People 



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April 15, 2021

Nicholas Deibler  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Mr. Deibler:

**Re: Notice of Application and Request for Comments  
Application to Amend the Zoning By-law  
Litwillow Holdings Ltd. – Bousfields Inc.  
2 Bartley Bull Parkway  
File: OZS 2021-0010  
City of Brampton – Ward 3**

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 25-storey high-rise building with 242 residential units which are anticipated to yield:

- 4 Junior Kindergarten to Grade 8 Students; and
- 3 Grade 9 to Grade 12 Students

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Francis Xavier	483	375	4
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: P. Sousa, Peel District School Board (via email)

December 2, 2022

Edwin Li  
Development Planner  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Edwin:

**Re: Notice of Application and Request for Comments – Revised Submission  
Application to Amend the Zoning By-law  
Litwillow Holdings Ltd. – Bousfields Inc.  
2 Bartley Bull Parkway  
File: OZS 2021-0010  
City of Brampton – Ward 3**

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 29-storey high-rise building with 330 residential units which are anticipated to yield:

- 5 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	St. Francis Xavier	478	375	4
Secondary School	Cardinal Leger	1245	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,



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

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

August 10, 2023

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

Dear Edwin,

Re: Zoning By-Law Amendment - Resubmission 2  
Litwillow Holdings Ltd  
2 Bartley Bull Parkway  
City of Brampton  
File No.: OZS-2021-0010

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

Sincerely,



**Willie Cornelio** CET  
Sr Analyst Municipal Planning  
Engineering

**ENBRIDGE**  
TEL: 416-495-6411  
500 Consumers Rd, North York, ON M2J1P8  
[enbridge.com](http://enbridge.com)  
**Safety. Integrity. Respect. Inclusion.**

April 22<sup>nd</sup>, 2021

Nicholas Deibler  
 Development Planner  
 City of Brampton  
 2 Wellington Street West  
 Brampton, ON L6Y 4R2

Dear Mr. Deibler:

**RE: Application to Amend the Zoning By-law to permit the development of a 25 storey high-rise residential building.  
 OZS-2021-0010  
 Litwillow Holdings Ltd. – Bousfields Inc.  
 2 Bartley Bull Parkway  
 Northeast corner of Main Street South and Bartley Bull Parkway  
 City of Brampton (Ward 3)**

The Peel District School Board has reviewed the above-noted application (242 residential apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

<b>Kindergarten to Grade 5</b>	<b>Grade 6 to Grade 8</b>	<b>Grade 9 to Grade 12</b>
22	7	4

The students are presently within the following attendance areas:

<b>Public School</b>	<b>School Enrolment</b>	<b>School Capacity</b>	<b>Number of Portables</b>
Parkway P.S. <i>(Kindergarten to Grade 5)</i>	348	458	0
William G. Davis Sr. P.S. <i>(Grade 6 to Grade 8)</i>	459	507	4
Turner Fenton S.S. <i>(Grade 9 to Grade 12)</i>	1,544	2,040	0

**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 purchasers 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](mailto: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)

OZS-2021-0010 comment.doc

## Li, Wang Kei (Edwin)

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**From:** Gooding, Nick <nick.gooding@peelsb.com>  
**Sent:** 2022/12/14 2:04 PM  
**To:** Li, Wang Kei (Edwin)  
**Cc:** Wigle, Julian; Sousa, Phillip; Blakeman, Suzanne  
**Subject:** RE: [EXTERNAL] [OZS-2021-0010] REVISION 1: DUE DEC 13/2022  
**Attachments:** OZS-2021-0010 comment.pdf

Hi Edwin,

PDSB comments remain consistent with those provided on April 22, 2021. There has been minimal change in enrolment and projected yields.

Thanks,  
Nick

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**Nick Gooding, BES | Intermediate Planner - Development**  
Planning & Accommodation Support Services  
Peel District School Board  
5650 Hurontario Street,  
Mississauga ON, L5R 1C6  
P. 905-890-1010 ext. 2215  
E. [nick.gooding@peelsb.com](mailto:nick.gooding@peelsb.com)

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**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Tuesday, November 29, 2022 4:27 PM  
**To:** ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; Jason.Wagler@trca.ca; peelplan@trca.ca; Anthony.Syhlonyk@trca.ca; planification <planification@csviamonde.ca>; Cox, Stephanie <Stephanie.Cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; Blakeman, Suzanne <suzanne.blakeman@peelsb.com>; Gooding, Nick <nick.gooding@peelsb.com>; Sousa, Phillip <phillip.sousa@peelsb.com>  
**Cc:** Li, Wang Kei (Edwin) <WangKei.Li@brampton.ca>; BramPlanOnline\_Automated <SVC\_AccelaEmail.SVC\_AccelaEmail@brampton.ca>  
**Subject:** [EXTERNAL] [OZS-2021-0010] REVISION 1: DUE DEC 13/2022

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Good Afternoon

**Revision 1** document for **2 Bartley Bull Parkway** with the assigned file number of **OZS-2021-0010** was submitted to City of Brampton for review and the applicant submitted materials are made public on **BramPlan Online** for review.

Please review and provide your comments to the assigned planner, **Edwin by December 13, 2022**  
If you have any concerns please contact Edwin Li at [WangKei.Li@brampton.ca](mailto:WangKei.Li@brampton.ca)

*Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.*

***How to Access Applicant Submitted Documents***

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

Thanks and have a great afternoon!

***Shawntelle Trdoslavic***

**Development Services Clerk**

Planning, Building and Growth Management

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

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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## Public Works

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

peelregion.ca

June 11, 2021

Nicholas Deibler  
Planner I  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Nicholas.Deibler@brampton.ca](mailto:Nicholas.Deibler@brampton.ca)

**RE: Region of Peel Comments  
Rezoning Application  
2 Bartley Bull Parkway  
Litwillow Holdings Ltd.  
OZS-2021-0010  
Regional File: RZ-21-010B**

Dear Mr. Deibler,

Region of Peel staff have reviewed the first formal submission for the above noted rezoning application for the subject site to permit the development of 242 residential units with 25 and 23-storey residential buildings connected by a 2-storey podium and offer the following comments:

### **Planning Information to Support A Future Resubmission**

**The following are pre-emptive and are to assist the applicant in preparation of a future resubmission:**

#### **Public Health Recommendations**

- Through ROPA 27, the Region of Peel is in the process of implementing the Healthy Development Framework, 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 decision-makers of the health promoting potential of planning applications. As such, the Region of Peel and the City of Brampton are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted communicated to local Council.
- In order to achieve closer alignment with the vision of a pedestrian friendly mixed-use community, there is an opportunity to integrate design features that facilitate pedestrian circulation, connectivity and minimize environmental impacts. This can be achieved by incorporating the following:
  - A pedestrian connection to the existing sidewalk on Main Street.
  - Benches, shading, and pedestrian scaled lighting along walkways internal to the site.

### **Prior to Rezoning Approval:**

**The following requirements shall be completed by the applicant to the satisfaction of the Region prior to rezoning approval:**

#### **Site Servicing Requirements**

- An existing 300mm diameter watermain and 375mm diameter sanitary sewer are located on Bartley Bull Parkway. Due to the size and function of the 400mm diameter watermain on Main Street South, 900mm diameter and 1350mm diameter sanitary sewers north of the site connection will not be permitted.
  - For this type of development proposal, the Region recommends where possible the consideration for a domestic water and fire system looped to municipal water to provide a redundant water supply.
  - All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.
- Prior to 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 is in receipt of the FSR (dated December 2020) prepared by Masongsong Associates Engineering Ltd. The report is complete and has been sent for modelling. Detailed comments will be provided directly to the engineering consultant.
- Please include with the Functional Servicing Report the \$515 Report fee as per current fee by-law 67-2019. Payment shall be in the form of a certified Cheque, money order or bank draft and made payable to the Region of Peel.
  - All fees are currently being processed through an EFT system. The site servicing technician will coordinate payment details and next steps to process payment.

#### **Waste Management Requirements**

- The Region will provide front-end collection of garbage and recyclable materials for the residential units. Commercial waste collection is required through a private waste hauler and must be stored separately from residential waste.
- Prior to rezoning approval, the applicant must submit a satisfactory Waste Management Plan demonstrating the proposed access route and collection point meet Regional requirements. The Region has reviewed the Ground Floor Plan and Parking Level 01 Floor Plan. The plans must be revised to show the following:
  - Parking Level 01 Floor Plan
    - Label the size and type of bin
    - Delineate 10m<sup>2</sup> of bulky storage space
  - Ground Floor Plan
    - Show set out of garbage or recycling bins (whichever is more) in set out area
    - Delineate 10m<sup>2</sup> of bulky storage space
    - Show the vehicle access route (inclusive of 13m turning radii on all vehicular turns) entering and exiting the site.

### **Prior to Site Plan Approval:**

**The following requirements shall be completed by the applicant to the satisfaction of the Region**

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#### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

**prior to Site Plan approval:**

### **Development Services Planning Requirements**

- As part of the formal Site Plan Application the Region will require the Site Plan Review Fee in the form of a certified cheque made payable to the “Region of Peel”.
- The Region of Peel may be a participant in the Site Plan Agreement. If it is determined we will be a party, we will require a processing fee prior to its execution (as per By-law 67-2019) in the form of a certified cheque made payable to the “Region of Peel”.
- The Region will require 5 full sized folded copies of the Site Plan, Landscape Plan, Site Servicing Plan, Site Grading Plan, and Streetscape Plan.
- Prior to Site Plan Approval the Region will require 3 paper copies of the most current PINS and all easement documents for the subject lands.
- All plans must be updated to reflect Local road widening requirements as well as properly label any easements on the subject site.

### **Waste Management Requirements**

- Prior to site plan approval the applicant must submit a satisfactory Waste Collection Plan meeting all applicable requirements for front-end collection in the Waste Collection Design Standards Manual.

### **Additional Notes and Links**

#### **Development Services Planning Notes**

- For more information about Development Services submission requirements and applicable fees please visit <https://www.peelregion.ca/planning/about/devservices.htm>

#### **Site Servicing Notes**

- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant’s expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- Servicing for the proposed development must comply with the local municipality’s requirements for the Ontario Building Code and most current Region of Peel Standards. Final site servicing approvals are required prior to the issuance of Building Permit.
- Fire protection approval from the local municipality is required prior to Site Servicing Approval.
- To accompany the servicing review, the supporting Mechanical Drawings are required prior to issuing site servicing approval.
- Provision(s) for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.
- Should the tenure change to multiple or a phased condominium, the Region will require that the servicing drawings be revised to reflect the Local Municipality’s requirements for the Ontario Building Code. As a result, additional comments and requirements may apply.
- At the time of a Condominium application, the Region may require a Condominium Water Servicing Agreement prior to Condominium Registration.

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#### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

- Review of the draft Declaration and Description is required prior to Condominium Registration.
- For location of existing water and sanitary sewer infrastructure please contact Records at 905-791-7800 extension 7882 or by email at [PWServiceRequests@peelregion.ca](mailto:PWServiceRequests@peelregion.ca)
- For Underground Locate Requests please go to the following link:  
<https://www.peelregion.ca/pw/locaterequest/>
- Please refer to the Latest User Fee By-law:  
<http://www.peelregion.ca/council/bylaws/2010s/2019/bl-18-2019.pdf>
- Please refer to our standard drawings to determine which standards are applicable to your project: [www.peelregion.ca/pw/other/standards/linear/drawings/](http://www.peelregion.ca/pw/other/standards/linear/drawings/)
- Complete Public Works Design, Standards Specification & Procedures Manual:  
<http://www.peelregion.ca/pw/other/standards/>
- Sanitary Sewer Design Criteria:  
<http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/sani-sewer.pdf>
- Water Design Criteria:  
<http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf>
- Please refer to the Region's Public Works Stormwater Design Criteria and Procedural Manual:  
<https://www.peelregion.ca/pw/other/standards/linear/design/pdfs/sewer-design-update.pdf>
- Please refer to the Region's Functional Servicing and Stormwater Management Report Criteria found at the following link:  
<http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf>
- Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found online at:  
<http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf>

### **Waste Management Notes**

- For more information about waste design requirements prior to official plan amendment and rezoning approval, please review the [Waste Management Plan Guidelines](#)
- For all waste management site design and collection requirements please refer to the [Waste Collection Design Standards Manual](#)

If you have any questions or concerns, please contact me ([Alex.Martino@peelregion.ca](mailto:Alex.Martino@peelregion.ca) 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino  
Planner, Development Services  
Region of Peel

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### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

December 15, 2022

Edwin Li  
Planner III  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[WangKei.Li@brampton.ca](mailto:WangKei.Li@brampton.ca)

## Public Works

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

[peelregion.ca](http://peelregion.ca)

**RE: Region of Peel Comments  
Rezoning Application  
2 Bartley Bull Parkway  
Litwillow Holdings Ltd.  
OZS-2021-0010  
Regional File: RZ-21-010B**

Dear Mr. Li,

This letter follows Regional comment letter dated June 11, 2022. Region of Peel staff have reviewed the second formal submission for the above noted rezoning application for the subject site. Under this submission the proposed use has been intensified by increasing the proposed residential units to 330, height to 29 storeys and the gross floor area to 24 400m<sup>2</sup>. Regional staff have reviewed the submitted material and offer the following comments:

### **Prior to Rezoning Approval:**

**The following requirements shall be completed by the applicant to the satisfaction of the Region prior to rezoning approval:**

#### **Development Services Planning Requirements**

- The Region of Peel may be a participant in the Site Plan Agreement. If it is determined we will be a party, we will require a processing fee prior to its execution (as per By-law 65-2021) in the form of a certified cheque made payable to the "Region of Peel".
- We will accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at [siteplanservicing@peelregion.ca](mailto:siteplanservicing@peelregion.ca) for the process to submit an Electronic Fund Transfer for your servicing application fees. You will be notified through Regional comments if you are required to be party to the agreement.

#### **Servicing**

##### **Water Servicing**

- There is an existing 300 mm diameter water main located on Bartley Bull Parkway.

- Due to the size and function of the 400 mm diameter watermain on Bartley Bull Parkway, connection will not be permitted (Watermain Design Criteria 6.1).
- This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1).
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. We require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply where possible.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.
- Please review the Region's Water Design Criteria found on-line.

### **Sanitary Sewer Servicing**

- There is an existing 375 mm diameter sanitary sewer located on Bartley Bull Parkway.
- Due to the size and function of the 900 mm and 1350mm diameter sanitary sewers North of the site, connection will not be permitted (Sanitary Sewer Design Criteria 8.4)
- Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.
- Please review the Region's Sanitary Sewer Design Criteria found on-line.

### **Functional Servicing Review Requirements**

- A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval.
- We have received the FSR dated 2022-09-01 and prepared by Masongsong Associates Engineering Ltd. The Report is complete and will be sent for modelling.
- the non-refundable Functional Servicing Report Fee of \$515 is required as per the current Fees By-law  Prior to OZ/RZ approval

### **Regional Easement/Infrastructure Review Requirements**

- Please provide copies of all registered easement documents, if applicable, prior to OZ/RZ approval.
- Through the servicing review, we will require cross sections to be provided to verify whether there is a conflict with the tie backs and servicing connections. The Region shall be satisfied with the cross sections prior to servicing approval.
- To identify conflicts with Region of Peel Infrastructure and the municipal corridor/easement, shoring drawings shall be submitted for review and approval. Shoring Drawings are required to be submitted with the Site Plan application first submission. If shoring drawings are

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### **Public Works**

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

- unavailable at this stage, the applicant shall acknowledge through written confirmation that they will adhere to the Region's current shoring standards. The Region of Peel shall be satisfied with the shoring proposal prior PUC approval and may require the applicant to enter into a Tie-back Agreement with the Region prior to commencement of work.
- Please be advised that the Region will require the Developer to submit as-constructed drawings for tie-backs. The 2023 Fees by-law update will include a new fee of \$169.50 to support updating the Region's as-constructed information with the location of the tie-backs for this development. In addition, the Region will be collecting \$15,000 in securities, which will be released once the Developer has submitted the as-constructed drawings. The new fee and securities will be collected with the final payment for Regional site servicing connection approval.

### **Site Servicing Requirements**

- A satisfactory site servicing submission and the 1st submission fee as per the latest fee by-law are required prior to site plan approval.
- The 1st submission fee as per the latest fee by-law is required prior to site plan approval.
- Please confirm tenure prior to RZ/OZ approval.
- Municipal addresses, confirmed by the Local Municipality, are required prior to issuance of the Region of Peel's Site Servicing Connection approval. The approved addresses are entered into the Region's system and included on the receipt once the final payment has been made.
- All Servicing and Grading drawings shall reflect the Local Municipality's road widening requirements.
- The Region will not accept property line chambers and maintenance holes within foundation walls and in the road allowance. These appurtenances shall be to Region standards, accessible, separated from the foundation and accommodated with a notch out in the foundation wall.
- Confirmation that the City of Brampton Will permit shared servicing is required prior to Prior to OZ/RZ approval.
- Fire protection approval from the City of Brampton is required prior to Region of Peel site servicing connection approval. It is the applicant's responsibility to provide the Region with evidence of fire approval i.e. email and/or the Building Division's approved or latest drawing revision.
- Regional site servicing connection approval and Regional preliminary acceptance of the municipal servicing connections is required prior to the City of Brampton issuing full building permit.

### **Legal Requirements**

- All drawings shall be revised to show all existing easements and their limits; the purpose of each of the easements, the easement instrument numbers, parts and reference plan numbers and indicate whether they are private or municipal, if applicable.
- The applicant is required to provide to the Region with copies of the most current PINS prior to rezoning Approval Further comments/requirements will be provided once the PINS are reviewed by a Regional Law Clerk.

### **Waste Management**

- For Mixed - Use Buildings with more than 500 Sq meters of commercial/retail space within a development, the Region of Peel will provide front-end collection of garbage and recyclable

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### **Public Works**

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materials for the residential component only, subject to Section 2.0, 4.0 and 5.0 of the Waste Collection Design Standards Manual (WCDSM) and the following conditions being met and labelled on a site plan drawing:

- Vehicle Access Route:
  - Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
  - If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes. Please confirm.
  - Overhead clearance outside of the Collection Point – Outside the Collection Point, a clear height of 4.4 metres from the top of the access road, along the Waste Collection Vehicle access and egress route is required. The clear height of 4.4 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies.
  - The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site.
  - All roads shall be designed to have a minimum width of 6 metres.
- Collection Point/Staging Area:
  - The proposed waste collection point is a safety concern for the vehicle to reverse out of and reversal around a corner is not permitted. In a situation where a waste collection vehicle must reverse, the maximum straight back-up distance is 15 metres.
  - A redesign is recommended.
  - A minimum 18 meter straight head-on approach to the Collection Point is required.
  - A collection point made of a solid level (+/- 2%) concrete pad is required. The concrete pad must extend a minimum of 1.5 metres in length outside of the concealed collection point to accommodate the front wheels of the waste collection vehicle. See Appendix 4.0 and 5.0 of the WCDSM.
  - The Collection Point must also show 10 square meters for the set-out of Bulky Items.
  - The Collection Point should be designed with sufficient area to eliminate the need for property management staff to Jockey Front-End bins to make them accessible to the Waste Collection Vehicle.
- The collection area should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region of Peel strongly discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection.
- However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements.
  - The bins should be properly positioned in the collection area on the day of collection before 7 am.
  - The driver is not required to exit the collection vehicle to facilitate collection.
  - Property management is responsible for moving bins during collection.
  - The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.

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## Public Works

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- Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
- Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
- If jockeying is required, please provide notes above on site plan.
- Private waste collection is required for commercial/retail waste. Commercial/retail waste must be stored and set out separate from residential waste and labeled on the Site Plan drawings.
- For more information, please consult the Region of Peel Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

## **Housing**

- Table 4 of the new Peel 2051 Regional Official Plan identifies Peel-wide new housing unit targets on rental, density, and affordability. These targets are based on need as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy.
- It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing higher density apartment units. While it is appreciated that the revised anticipated unit mix includes more larger family-sized two bedroom units, the proposal no longer contains any three-bedroom units. The applicant is encouraged to review opportunities to increase the proportion of two-bedroom units and should explore ways to incorporate three-bedroom units in the revised proposal, where feasible.
- To contribute to the Peel-wide affordable housing target and to address Hurontario-Main Corridor Secondary Plan policy 5.2.5, the applicant is encouraged to provide units at prices that are affordable to low or moderate income households and are consistent with the definition of ‘affordable housing’ outlined in the Glossary section of the Peel 2051 Regional Official Plan and the Provincial Policy Statement to contribute to the affordability target. Information is needed on pricing and affordability period (i.e., 25 years or more). It is anticipated that units identified to address moderate income needs will be predominantly provided by the private sector. Partnerships between the applicant, the Region of Peel, the City of Brampton, and/or the non-profit sector could be explored to provide units that are affordable to lower income households.
- As part of the applicant’s contribution to the Peel-wide new housing unit target for affordability, the applicant may consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider.
- The applicant is encouraged to explore opportunities to incorporate purpose-built rental apartment units into this design, where possible.
- The applicant is encouraged to explore the opportunity for co-locating a licensed child care centre within the proposed development, such as in the podium or retail spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel’s Human Services Early Years and Child Care Services Division.
- Regional staff can meet with applicants to clarify housing objectives and policies as needed. We encourage applicants to contact Regional staff to engage in an active dialogue about how development proposals can be adjusted to better respond to Regional housing policies. We look forward to working with applicants to review opportunities to contribute to Peel-

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## **Public Works**

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wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.

If you have any questions or concerns, please contact me ([Herman.Wessels@peelregion.ca](mailto:Herman.Wessels@peelregion.ca) 905.791.7800 X4209) at your earliest convenience.

Regards,

A handwritten signature in black ink that reads "Herman Wessels". The signature is written in a cursive, slightly slanted style.

Herman Wessels  
Intermediate Planner, Development Services  
Region of Peel

## Public Works

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

[peelregion.ca](http://peelregion.ca)

December 6, 2023

Edwin Li, MScPI  
Development Services Planner III  
Planning, Building, and Growth Management  
Corporation of the City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Edwin.li@brampton.ca](mailto:Edwin.li@brampton.ca)

**RE:      Region of Peel Comments  
          Application for Zoning By-law Amendment  
          2 Bartley Bull Parkway  
          Litwillow Holdings Ltd.  
          Regional File: RZ-21-010B  
          City File: OZS-2021-0010**

Dear Mr. Li,

Region of Peel staff have reviewed the third submissions for the above noted Zoning By-law Amendment application to develop a 29-storey building with 330 residential units and ground level retail. These comments follow first submission comments of June 11, 2021 and second submission comments of December 15, 2022. We offer the following comments on the current submission:

### **General Development Services Requirements**

- Please note that the Region of Peel may be party to any future site plan, site servicing, condominium water servicing or other agreements as appropriate.

### **Waste Management Requirements**

Updated comments are as follows:

- On the attachment, the collection point is showing a 4.0 m x 13.0 m opening which does not meet the standards. As per Section 2.0 of the WCDSM, the collection point area must have overhead clearance of 7.5 m with a minimum 18 meter straight head-on approach, a 6 m width opening and can hold all waste bins of the larger stream.
- All retail waste must be stored and set out separate from residential waste and labeled on the drawing.
- For more information, please consult the Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

## Site Servicing Requirements

- Site servicing drawings have been received and logged. The submission will be assigned and tasked for review by Servicing staff, the submission fee as per the latest fee by-law are required prior to site plan approval.

## Payment Process

- Please be advised that the 2023 Fees by-law update included an increase in Engineering Fees. Please refer to the Latest Fees Bylaw for the updated fees. All fees may be subject to change on annual basis pending Council approval.

## Public Health

- Through Section 7.5 of Regional Official Plan, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- Public Health staff have no further comments on the rezoning application. Additional comments will be provided upon submission of a site plan application.

## Public Housing

- Previous Housing comments remain in place and are acknowledged in the applicant comments response matrix.
- The applicant should explore all available funding sources to support affordable rental housing, such as the Peel Affordable Rental Incentives Program (<https://peelregion.ca/housing/development/affordable-housing-incentives>) which has an open call for applications and revised eligibility criteria); the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative (<https://www.cmhc-schl.gc.ca/en/professionals/project-funding-and-mortgage-financing/funding-programs/all-funding-programs/rental-construction-financing-initiative>) and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund (<https://www.cmhc-schl.gc.ca/en/professionals/project-funding-and-mortgage-financing/funding-programs/all-funding-programs/affordable-housing-innovation-fund>).
- Where purpose-built rental units are not possible, the applicant is encouraged to explore opportunities for affordable condo rental.
- It is noted and appreciated that the applicant has incorporated three-bedroom units in the anticipated unit mix.
- The applicant is encouraged to incorporate universal accessibility and design features in the development.

If you have any questions or concerns, please contact me at [dana.jenkins@peelregion.ca](mailto:dana.jenkins@peelregion.ca) or 905.791.7800 x 4027 at your earliest convenience. Thank you, Edwin.

Regards,

*Dana Jenkins*

Dana Jenkins  
Development Services  
Region of Peel Public Works

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## Public Works

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9  
Tel: 905-791-7800 [www.peelregion.ca](http://www.peelregion.ca)

April 7, 2021

City of Brampton  
Planning Department  
City of  
Ontario

Dear Nicholas Deibler

APPLICATION NO OZS-2021-0010  
APPLICATION TYPE Amend the Zoning By-law  
ADDRESS 2 Bartley Bull Parkway

GENERAL LOCATION Northeast corner of the intersection of Main Street South and Bartley Bull Parkway.

DESCRIPTION 25-storey high-rise residential building with a 2-storey podium element extending north along Main Street South. The building will be comprised of 242 residential units, with 5 levels of below-grade parking. A total of 231 vehicular parking spaces will be provided.

Rogers Reference Number M211636

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

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

(2) Prior to registration of the plan of Condominium, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Condominium, as well as the timing and phasing of installation.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the planners' report recommending draft approval before it goes to Council or any of its committees.

Yours truly

*Monica LaPointe*

Monica LaPointe  
Coordinator  
gtaw.newarea@rci.rogers.com  
Rogers Communications, Wireline Access Network  
3573 Wolfedale Rd, Mississauga Ontario

April 30, 2021

CFN 64214.03

**BY E-MAIL (Nicholas.Deibler@Brampton.ca)**

Mr. Nicholas Deibler, Development Planner  
Planning, Building and Economic Development  
City of Brampton  
2 Wellington Street West  
Brampton, ON L6Y 4R2

Dear Mr. Deibler:

**Re: Zoning By-Law Amendment OZS-2020-0010  
Lot 621, Reg. Plan 695.  
2 Bartley Bull Parkway  
City of Brampton, Region of Peel  
Phil Litowitz c/o Litwillow Holdings Ltd. (Agent: Peter Smith c/o Bousfields Inc.)**

This letter acknowledges receipt of the above noted application circulated by the City of Brampton. The materials were received by Toronto and Region Conservation Authority (TRCA) on April 6, 2021. TRCA staff has reviewed the above noted application, and as per the “Living City Policies for Planning and Development within the Watersheds of the TRCA” (LCP), 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, 2020*; TRCA’s Regulatory Authority under Ontario Regulation 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 related to provincial plans.

**Purpose of the Application**

It is our understanding that the purpose of the above noted application is to undertake a Zoning By-Law Amendment to modify the current zoning from HC1 (Highway Commercial one) Exception 3132 (HC1-3132) to Residential Apartment Four – Special Section XXXX (R4A-XXXX) to permit a proposed 25-storey residential condominium tower.

**Background**

As part of TRCA’s comments dated January 20, 2020 on PRE-2020-0001, staff identified significant concerns with the concept development plan submitted in support of the pre-consultation application. As noted in our comments, staff identified concerns with encroachments into required buffers associated with natural hazards and natural features associated with this site.

**Ontario Regulation 166/06**

The eastern portion of the subject lands are located in close proximity to Etobicoke Creek, a tributary and valley corridor of the Etobicoke Creek Watershed. Also, a portion of the subject lands are located within the Regulatory Floodplain. As such, a portion of the subject lands are located within TRCA’s Regulated Area of the Etobicoke Creek Watershed. As such, a TRCA permit pursuant to Ontario Regulation 166/06 will be required for any development or site alteration within the Regulated Area on

the property. Further details regarding TRCA's permitting process will be provided to the proponent as the application progresses through the planning process.

### **Application-Specific Comments**

TRCA staff have completed a review of the noted application and offer detailed comments in Appendix 'B'. TRCA comments speak primarily to the following key issues:

- Proper delineation of the natural features and hazards on the property.
- The provision of proper setbacks for the new development to the long-term stable top of slope (LTSTOS) and other features.

### **Recommendations**

Based on the comments noted in this letter, it is the position of TRCA staff that formal recommendations for OZS-2021-0010 are **premature** at this time.

To facilitate TRCA's continued review of this application the comments identified in Appendix B of this letter will need to be addressed.

### **Fee**

By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a fee of \$12,600.00 (Zoning By-Law Amendment – Major). The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible.

### **Conclusion**

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,

Anthony Syhlonyk  
Planner  
Planning and Development  
Extension 5272

**Appendix 'A': Materials Reviewed by TRCA***Materials received by TRCA on April 6, 2021*

- Functional Servicing and Stormwater Management Report, prepared by Masongsong Associates Engineering Limited, dated December, 2020.
- Preliminary Geotechnical Engineering Investigation, prepared by Terraprobe, dated August 8, 2019.
- Hydrogeological Assessment Report, prepared by Terraprobe, dated August 8, 2019.
- Engineering Drawings Set, prepared by IBI Group, dated April 2020.
- Scoped EIS, prepared by Beacon Environmental, dated February 2021.

## **Appendix 'B': Application-Specific Comments**

The following comments are based on a review of the materials noted in Appendix 'A'.

### **Development Limits**

1. The proposed development involves encroachment into the required 10 m buffer from the features and hazards present on the property. The encroachments involve both surface development, as well as subsurface parking structures which are not supported by staff. Further, it appears that existing development consisting of parking spaces within natural hazards are proposed to be reused as part of the final development condition.

It is staff's opinion that a comprehensive Zoning By-law Amendment application in support of a fulsome redevelopment project that fundamentally shifts the permitted land use of the site provides the appropriate planning mechanism to appropriately remediate the existing risk and remove the existing development from the hazard.

2. The development appears to propose encroachments within the valley feature. Please remove all encroachments into the feature and properly delineate this setback on the larger constraints map.
3. It appears that the proposed development encroaches into the required 10m buffer to the Regulatory Floodplain. While the LTSTOS will remain the larger of the required setbacks, please illustrate the location of the Regulatory Floodplain and buffer on the constraints map and subsequent engineering drawings.

### **Geotechnical Engineering**

4. Staff have completed their review of the submitted geotechnical report. While the report methodology is correct, as noted above, the parking lot extends into the LTSTOS. Please revise the development plan to ensure that the development is located outside of the LTSTOS and 10 m buffer.

### **Environmental Impact Study/Natural Heritage Evaluation**

5. Significant encroachments into the buffer have been proposed. The EIS indicates that the redevelopment will not result in any additional impact on the valley due to the presence and extent of the existing land use. Given the scale of the redevelopment, there will likely be an increase in the intensity of indirect impacts. Also, the impact analysis only considers the existing management of the valley rather than the potential through changes in management. A change in management of the valley and associated parklands could be implemented in short order, should the public agencies deem it reasonable and appropriate, and could be done in an effort to improve the ecological function of the NHS which would align with various public policy initiatives. The opportunity to implement a buffer to reduce impacts of the adjacent land uses could only be realized through a further redevelopment which would be unlikely within any reasonable timeframe. The increased stress on the natural system will be permanent while the reduced ecological function of the proposed system could be considered temporary. The proposed development should not preclude management opportunities that would improve ecological functions within the NHS over the long term. Limited as the current NHS function may be, please ensure that appropriate buffers are provided recognizing the proximity to the NHS and potential for improved ecological function if managed as a broader system. Please also ensure that buffers are densely planted with native, non-invasive trees and shrubs.

**Stormwater Management**

6. The TRCA water balance criteria (i.e. first 5 mm on-site retention) was not discussed within the FSR. Typically, the proponent must perform a water balance analysis showing that the post-development water budget can match the pre-development scenario, as closely as possible. TRCA staff recognizes that this site is relatively small at 0.27 ha, and a full-scale water balance is not necessary. However, TRCA's Stormwater Management Criteria to address water balance and erosion for sites such as this one is to provide the on-site retention of runoff from a 5mm storm event through infiltration, evapotranspiration and/or water reuse. This reduction of runoff volume to receiving waters can be achieved through low impact development (LID) including green roofs, rainwater harvesting, infiltration measures, etc. Please revise the report to address this criterion and adjust the site design to show how the 5mm on-site target is being achieved. Please also include supporting calculations and plans of the proposed mitigation measures being utilized. Please note that the strategy for retaining the first 5mm on-site is required before the detailed design to ensure that adequate property has been established for the facility.
7. The site will be connected to the existing municipal infrastructure. We will defer to the City to review and confirm that the existing trunk sewer can handle potential additional flows from the proposed development.
8. As part of the approval process, it is important to ensure that an operation and maintenance plan is developed for the proposed Oil and Grit Separator (OGS) and that the unit is inputted into the City SWM monitoring database for further inspections.

**Groundwater Management**

9. The EIS indicates that a Hydrogeological assessment should be completed to address groundwater impacts to Etobicoke Creek. An assessment dated February 10, 2021 has been submitted to TRCA. Please ensure that an assessment of the impacts of dewatering on the ecological function of Etobicoke Creek is provided in the EIS.

## Li, Wang Kei (Edwin)

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**From:** Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>  
**Sent:** 2023/01/14 9:19 PM  
**To:** Li, Wang Kei (Edwin)  
**Cc:** Cooper, Pam  
**Subject:** RE: [EXTERNAL]RE: COMMENTS REQUESTED (past due) | OZS-2021-0010 (2 Bartley Bull Parkway) R1 Submission - TRCA

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Edwin,

TRCA staff have completed their review of OZS-2021-0010 and are satisfied the majority of our remaining comments have been adequately addressed with only minor remaining items that can be completed through future Site Plan or TRCA permit applications.

As such, we have no further objection to the approval of OZS-2021-0010.

As part of future applications, we would require the following items to be addressed:

- 1) The revised FS & SWM report proposes retention of the first 5.0mm by installing a cistern on P1 and capturing clean runoff from the roof. The report states that hard surfaces comprise a total of 2,575 m<sup>2</sup>. However, the calculations include an area of 2,417m<sup>2</sup>. Please adjust the value or provide clarification as part of future submissions.
- 2) A site irrigation usage report confirming the cistern will be emptied every 72 hours will be required at the detailed design stage.
- 3) Please revise the provided landscape plan to provide 100% tree or shrub coverage within the buffer area.

Please let me know if you have any questions or would like to discuss these further.

Thank you,

**Anthony Syhlonyk, MPlan**  
Planner  
Development Planning and Permits | Development and Engineering Services

T: 1-437-880-1938  
E: [Anthony.Syhlonyk@trca.ca](mailto:Anthony.Syhlonyk@trca.ca)  
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)



*All digital submissions and documents can be submitted to the following e-mail addresses:*  
*Enquiries/ applications within Peel Region municipalities – [peelplan@trca.ca](mailto:peelplan@trca.ca)*  
*Enquiries/ applications within York Region municipalities – [yorkplan@trca.ca](mailto:yorkplan@trca.ca)*

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# RESULTS OF PUBLIC MEETING

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## RESULTS OF PUBLIC MEETING

Planning and Development Committee  
Regular Meeting – October 23<sup>rd</sup>, 2023  
City File Number – OZS-2023-0010

### Members Present:

Regional Councillor M. Palleschi - Wards 2 and 6  
Deputy Mayor H. Singh - Wards 9 and 10  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
Regional Councillor N. Kaur Brar - Wards 2 and 6  
Regional Councillor D. Keenan - Wards 3 and 4  
Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor G. Toor - Wards 9 and 10  
City Councillor R. Power - Wards 7 and 8

### Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management  
Jeffrey Humble, Manager, Policy Planning  
David Vanderberg, Manager, Planning Building and Economic Development  
Henrik Zbogor, Director, Integrated City Planning  
Angelo Ambrico, Manager, Development Services  
Tristan Costa, Planner, Integrated City Planning  
Arjun Singh, Planner, Development Services  
Charles Ng, Planner, Development Services  
Francois Hemon-Morneau, Planner, Development Services  
Samantha Dela Pena, Planner, Development Services  
Wang Kei (Edwin) Li, Planner, Development Services  
Nasir Mahmood, Planner, Development Services  
Alex Sepe, Planner, Development Services  
Peter Fay, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Gagandeep Jaswal, Legislative Coordinator

### Staff Report:

Items 6.5 and 11.1 were brought forward and dealt with at this time.

Edwin Li, Planner, Development Services, presented an overview of the application that included location overview, area context, site photos, development proposal, planning framework summary, official plan designation, secondary plan designation, zoning by-law, zoning by-law amendment, issues and considerations, and next steps.

The following delegation addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application:

1. Sylvia Roberts, Brampton Resident Page 145 of 180

Committee consideration of the matter included the following concern from the delegate: bike parking spaces.

Katie Hickey and Henry Burstyn, consultant and applicant for the application, presented an overview of the application that included site details, existing conditions, planning highlights, official plan designation, secondary plan designation, planned transit network, potential LRT extension, project vision and design, proposal summary, and site plans. The applicant also addressed the bike parking concerns from the resident.

The following motion was considered.

**PDC147-2023**

That the staff presentation re: Application to Amend the Zoning By-law, Bousfields Inc. c/o Litwillow Holdings Ltd., 2 Bartley Bull Parkway, Ward 3, File: OZS-2021-0010 to the Planning and Development Committee meeting of October 23, 2023, be received;

That the following delegation re: Application to Amend the Zoning By-law, Bousfields Inc. c/o Litwillow Holdings Ltd., 2 Bartley Bull Parkway, Ward 3, File: OZS-2021-0010 to the Planning and Development Committee meeting of October 23, 2023, be received; and

- Katie Hickey, Bousfields Inc., and Henry Burstyn, Arcadis Architects, on behalf of Litwillow Holdings Ltd.
- Sylvia Roberts, Brampton Resident

That the following correspondence re: Application to Amend the Zoning By-law, Bousfields Inc. c/o Litwillow Holdings Ltd., 2 Bartley Bull Parkway, Ward 3, File: OZS-2021-0010 to the Planning and Development Committee meeting of October 23, 2023, be received:

- Donald David Rose, Brampton Resident, dated September 20, 2023
- Steve Peck, Brampton Resident, dated March 12, 2023
- Paul Joza, Brampton Resident, dated October 15, 2023.

Carried

Staff Response to Comments Received

Through correspondence received from members of the public and delegations at the statutory Public Meeting for the application held on October 23<sup>rd</sup>, 2023 and non-statutory community engagement held on March 28<sup>th</sup>, 2023, key concerns were raised with the following matters:

<b>CONCERNS RAISED</b>	<b>STAFF RESPONSE</b>
Location and the increased intensity of use of the proposed development	Planning Staff have reviewed the application and the submitted Planning Justification Report and is of the professional opinion that the proposed development is satisfactory based on the <i>Planning Act</i> and applicable provincial, regional, and local policies. This includes the Provincial Policy Statement, 2020 which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification in Major Transit Station Areas (MTSAs) such as Uptown Brampton.

	<p>Major Transit Station Areas are where a concentration of housing and employment options are planned to be located. The proposed building with apartment dwellings and ground floor commercial uses will also be transit supportive, where future residents and visitors can take advantage of the nearby existing (Züm BRT) and future higher-order transit service (Hazel McCallion LRT). The proposed development's proximity to existing and planned urban and civic amenities, including nearby commercial options such as Shoppers World, parklands (Kiwanis Memorial Park) and schools, will help promote the establishment of a complete and compact 15-minute community.</p>
<p>Neighborhood Character and Privacy Concerns</p>	<p>The proposed development is located in a Major Transit Station Area, where a concentration of higher density of housing and employment uses are planned to be located.</p> <p>Furthermore, a 45-Degree Angular Plane Analysis was prepared by IBI Group and submitted for staff review as part of the application's second resubmission. A 45-degree angular plane analysis is often used as a tool to assess overlook, shadowing and privacy, as well as to assist with establishing appropriate transitions in height and scale from taller buildings to existing and nearby established low-rise residential neighbourhoods.</p> <p>The submitted analysis indicates that the height of the proposed 29-storey residential tower fit within the 45-degree angular plane from the nearby single-detached houses to the northeast across from Kiwanis Memorial Park and associated Etobicoke Creek valleyland. Furthermore, the application proposes a environmental buffer that will be naturalized with trees and other vegetation along the northeastern edge of the subject site, which will further enhance privacy by providing a physical barrier to the field of vision between the proposed development and the houses to the northeast.</p> <p>Planning and Design staff have evaluated the Angular Plane Analysis and generally found it satisfactory.</p>
<p>Shadow Impact</p>	<p>A Sun/Shadow Study, prepared by IBI Group dated November 25<sup>th</sup>, 2020 with a revision dated December 6<sup>th</sup>, 2023, was submitted to support the proposed high-rise development. The Study suggests minor shadow impact from the proposed 29-storey building onto the nearby low-rise properties and Kiwanis Memorial Park during the solar equinoxes. Furthermore, the slim tower (with at tower floor plate of 750 square metres) will ensure that the shadow casted by the tower would move quickly throughout the day. Planning and Design staff has reviewed the Sun/Shadow Study, and found the Study and its findings acceptable.</p>

Noise Impact	<p>A Noise Study, prepared by Gradient Wind Engineers &amp; Scientists and dated December 21<sup>st</sup>, 2020 (with an addendum dated September 12<sup>th</sup>, 2022 to facilitate the first resubmission) was submitted to support the zoning by-law amendment application. The Noise Study notes that a detailed review of window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the building. In addition, a detailed roadway traffic noise study will be required at the site plan stage to determine specific noise control measures for the development. Development Engineering Staff have no concerns for the rezoning application.</p>
Traffic Impact and Safety	<p>In accordance with Parking By-law 45-2021 and Zoning By-law 270-2004, as amended, there are no minimum long-term parking requirement. The proposal includes 164 parking spaces, which comprises of 112 resident parking spaces, 50 visitor parking spaces, 1 (one) car-share parking space and 6 (six) accessibility parking spaces. Minimum short-term (visitor) parking rate is 0.2 spaces per unit, of which the proposed development complies.</p> <p>Furthermore, the Hazel McCallion LRT that is currently under construction will help facilitate a modal shift more towards active transportation and transit.</p> <p>A Transportation Impact Study (TIS), prepared by BA Group dated December 22<sup>nd</sup>, 2020 and revised on October 17<sup>th</sup>, 2022 with an addendum dated June 27<sup>th</sup>, 2023, assessed the transportation, traffic and parking issues with respect to the proposed development.</p> <p>The study notes that the net traffic impact from the proposed development to adjacent Bartley Bull Parkway and Main Street South to be relatively minor, and that parking and site access for the proposed development to be acceptable.</p> <p>Traffic Services staff has reviewed and approved the submitted TIS for the purpose of the Zoning By-law Amendment. Further design details will be reviewed as part of the Site Plan Control process.</p>
Provision of Bicycle Parking	<p>A total of 165 bicycle parking spaces are proposed for the proposed development, which includes 165 long-term (resident) spaces and 66 short-term (visitor) spaces – of which 10 of them are to be located at grade. The provision of both long- and short-term bicycle parking spaces that are easily accessible will take advantage of the nearby bicycle infrastructure and help encourage additional active transportation trips.</p>
Environmental impact on Kiwanis Memorial Park	<p>A Scoped Environmental Impact Study (EIS), dated February 2021 and revised on October 2022 and February 23<sup>rd</sup>, 2023, was</p>

	<p>prepared by Beacon Environmental Limited. The report was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The Scoped EIS was prepared in accordance with the Terms of Reference approved by the City and TRCA.</p> <p>A 10-metre setback has been applied to the TRCA staked line from the top of slop bank. The setback applies to the above ground portions of the new building, while a six-metre setback was applied for the underground park to mitigate the erosion hazard.</p> <p>Furthermore, the proposed development includes the removal of the existing retaining wall for regrading and naturalization within the buffer. The existing vegetation on the subject site is currently dominated by non-native and invasive horticultural species. The naturalization of the valley slope will include removal of these non-native and invasive horticultural species and replaced them with native ones, which will result in a net benefit to the natural heritage system.</p> <p>Environmental Planning staff found the study satisfactory and will work on implementation through the site plan approval process.</p>
Loss of Access to a Common Toboggan Slope	<p>The subject lands include portions of the slope into the adjacent Etobicoke Creek valleyland / Kiwanis Memorial Park that residents have used as a toboggan slope in the winter. The proposed development will remove the existing retaining wall to regrade and naturalize the slope. It should also be noted that Parklands By-law 161-83 prohibits... tobogganing on a... waterway during the winter except in areas that the City has designated. Further detailed design of the naturalized slope will be reviewed during site plan control.</p>
Site Servicing	<p>A Functional Servicing Report (FSR) prepared by Masongsong Associates Engineering Limited, dated December 20<sup>th</sup>, 2001 with a revision dated June, 2023, were completed and submitted to support the proposed 29-storey, high-rise mixed-use residential building. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. Development Engineering staff reviewed the Functional Servicing Report and Storm Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management requirements.</p>

Garbage Concerns	<p>A Waste Management Design Report prepared by PragmaTech Waste Solutions, dated November 30<sup>th</sup>, 2023, has been submitted for staff review. The proposed development includes a Type B/G loading space within the building. Regional staff have reviewed the report and has deemed the waste management plan compliant to the Regional Waste Collection Design Manual.</p>
School Capacity Constraints and Related Issues	<p>The development application was circulated to the Peel District School Board and the Dufferin-Peel Catholic District School Board. The individual school board conducts regular planning and forecasting studies to estimate the required capacities on their educational facilities to determine whether new or expansion of schools and other permanent or temporary facilities are required, or alternatively, there is a surplus of existing facilities. Once the individual school board has determined the need to build or expand educational facilities, they typically partner with other levels of governments for the funding required for their construction and operation.</p> <p>The Peel District School Board and the Dufferin-Peel Catholic District School Board have reviewed the development application and have no objections to the proposed development. Refer to their comments enclosed in Attachment 8 for more details.</p>
Insufficient Community Consultation	<p>Notification of the Statutory Public Meeting was provided to property owners within 240 metres of the subject lands, exceeding the <i>Planning Act</i> requirement of 120 metres for such applications, and notice was issued in the Brampton Guardian. Development application notice signs were also placed on the subject lands to advise members of the public that the proposed application was filed with the City.</p> <p>Information on the application, including supporting architectural drawings and studies submitted by the applicant, are public available on BramPlan Online, which is the City's development application portal.</p> <p>A Statutory Public Meeting was held for this application on October 23<sup>rd</sup>, 2023. The application was posted online and circulated through post to all landowners within 240 metres of the subject lands, which exceeds the <i>Planning Act</i> requirement of 120 metres. Furthermore, a non-statutory virtual community open house was held earlier on March 28<sup>th</sup>, 2023. Staff have reviewed residents' concerns as part of the process to provide professional planning advice and recommendation on the Zoning By-law Amendment application to Council for decision.</p>



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number \_\_\_\_\_ - 2023

To Attachment 10A - Draft Zoning By-law Amendment.docx

WHEREAS The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

- (1) By changing the zoning designation of the lands as shown outlined on Schedule A to this by-law:

FROM:	TO:
Highway Commercial One – Special Section 3132 (HC1-3132)	Residential Apartment B – Section 3132 (R4B-3132)  Open Space (OS)

- (2) By deleting the text and Schedule C of SECTION 3132 and replacing the text with the following:

“3132 The lands designated R4B – SECTION 3132 on Schedule A to this bylaw:

3132.1 Shall only be used for the following purposes:

- (1) Uses permitted in the Residential Apartment B (R4B) zone;
- (2) Only in conjunction with an apartment dwelling, the following uses shall be permitted on the ground floor:
  - a. Uses permitted in the Commercial Two (C2) zone, excluding the following which shall be prohibited:
    - (i) A Service Station or Gas Bar;
    - (ii) A Garden Centre Sales Establishment that includes the outdoor storage of goods;

- (iii) An Amusement Arcade;
- (iv) A Taxi or Bus Station;
- b. An Art Gallery;
- c. An Art Studio;
- d. A Day Nursery;
- e. A Medical, Dental or Drug Practitioner Office;

(3) Purposes accessory to permitted uses.

3132.2 Shall be subject to the following requirements and restrictions:

(a) Minimum Lot Area	No requirement.
(b) Minimum Lot Width along the Front Lot Line	33.0 metres
(c) Minimum Lot Depth	No requirement.
(d) Minimum Front Yard Depth	3.0 metres
(e) Minimum Interior Side Yard Width	2.0 metres
(f) Minimum Exterior Side Yard Width	0.0 metres
(g) Minimum Rear Yard Depth	No requirement.
(h) Minimum Building Height	13 storeys to a minimum of 43.2 metres.
(i) Minimum Height of the Ground Floor	6.0 metres
(j) Maximum Building Height (exclusive of any rooftop mechanical penthouse or architectural features)	29 storeys to a maximum of 97.0 metres.
(k) Minimum step-back from along the Exterior Side Lot Line for the portion of the building above the sixth Storey	2.5 metres
(l) Minimum <i>Setback</i> from a Daylighting Triangle	0.0 metres

(m) Minimum Setback for Utility Infrastructure including transformers, gas pads, or telecommunications infrastructure	0.0 metres
(n) Maximum Lot Coverage	59.0%
(o) Minimum Landscaped Open Space	No requirement.
(p) Maximum number of Dwelling Unit	330 dwelling units
(q) Maximum Gross Floor Area	24,700.0 square metres
(r) Maximum Gross Residential Floor Area	24,100.0 square metres
(s) Maximum Gross Commercial Floor Area	615.0 square metres
(t) Maximum Floor Space Index	9.53
(u) Maximum <i>Tower Floor Plate</i>	750.0 square metres
(v) Garbage, Refuse and Waste	All garbage, refuse and waste containers for any use shall be located within a building.
(w) Rooftop Mechanical Equipment	Mechanical equipment on the roof of a building shall be screened.
(x) Yard encroachment	<p>(i) Bollards, guardrails, railings, fences, privacy or wind protection screens, public art features and lighting fixtures may project into a required Yard to a Lot Line.</p> <p>(ii) Steps and ramps may encroach into a required Yard by a maximum of 1.0 metre.</p> <p>(iii) Yard encroachment permitted under Section 6.13 of this by-law.</p>
(y) Ground Floor Unit Access	All units on the ground floor shall have individual entrances directly accessible from the street.
(z) Apartment Building Access	An apartment building shall have a primary pedestrian entrance that is directly accessible from a

	public street.
(aa) Minimum Indoor Amenity Space	2.0 square metres per dwelling unit.
(bb) Minimum Outdoor Amenity Space	2.0 square metres per dwelling unit.
(cc) Loading Space requirement	Minimum one loading space.

3132.3 The **ESTABLISHED GRADE** shall mean the Canadian Geodetic Datum elevation of 208.8 metres.

3132.4 “*Indoor Amenity Space*” shall mean an indoor area on a lot that is designated for active or passive recreational or social activities for the exclusive communal use of occupants in a building.

For clarity purposes, indoor amenity space includes but is not limited to: indoor swimming pools, shared work spaces and libraries, entertainment rooms, indoor pet amenity facilities, gyms or fitness areas, and the like.

For clarity purposes, indoor amenity space excludes lobbies, reception areas, circulation spaces such as hallways and elevators, shared laundries, storage areas, end-of-trip bicycle facilities, management offices, and the like.

3132.5 “*Outdoor Amenity Space*” shall mean an outdoor area at grade, above or as part of a building or structure on a lot that is designated for active or passive recreational or social activities for the exclusive communal use of occupants in a building.

For clarity purposes, outdoor amenity space includes but is not limited to: building rooftop patios, decks and terraces (with the exception of green roof areas inaccessible to occupants), communal outdoor cooking, dining and sitting areas, communal children play areas, outdoor pet off-leash and relief areas, community gardens, outdoor swimming pools, tennis courts, and the like.

For clarity purposes, outdoor amenity space excludes landscaped open spaces, streetscapes, private amenity spaces such as balconies, patios, decks, terraces and porches as part of or for the sole enjoyment of occupants or patrons of an individual unit, and the like.

3132.6 “*Tower Floor Plate*” shall mean the gross floor area of an individual storey above the sixth storey of the building measured from exterior walls.

3132.7 Shall also be subject to the requirements and restrictions relating to the R4B zone and all the general provision of the By-law that are not in conflict with those set out in Section 3132.”

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to  
form.  
20 \_\_/month/day  
[insert name]

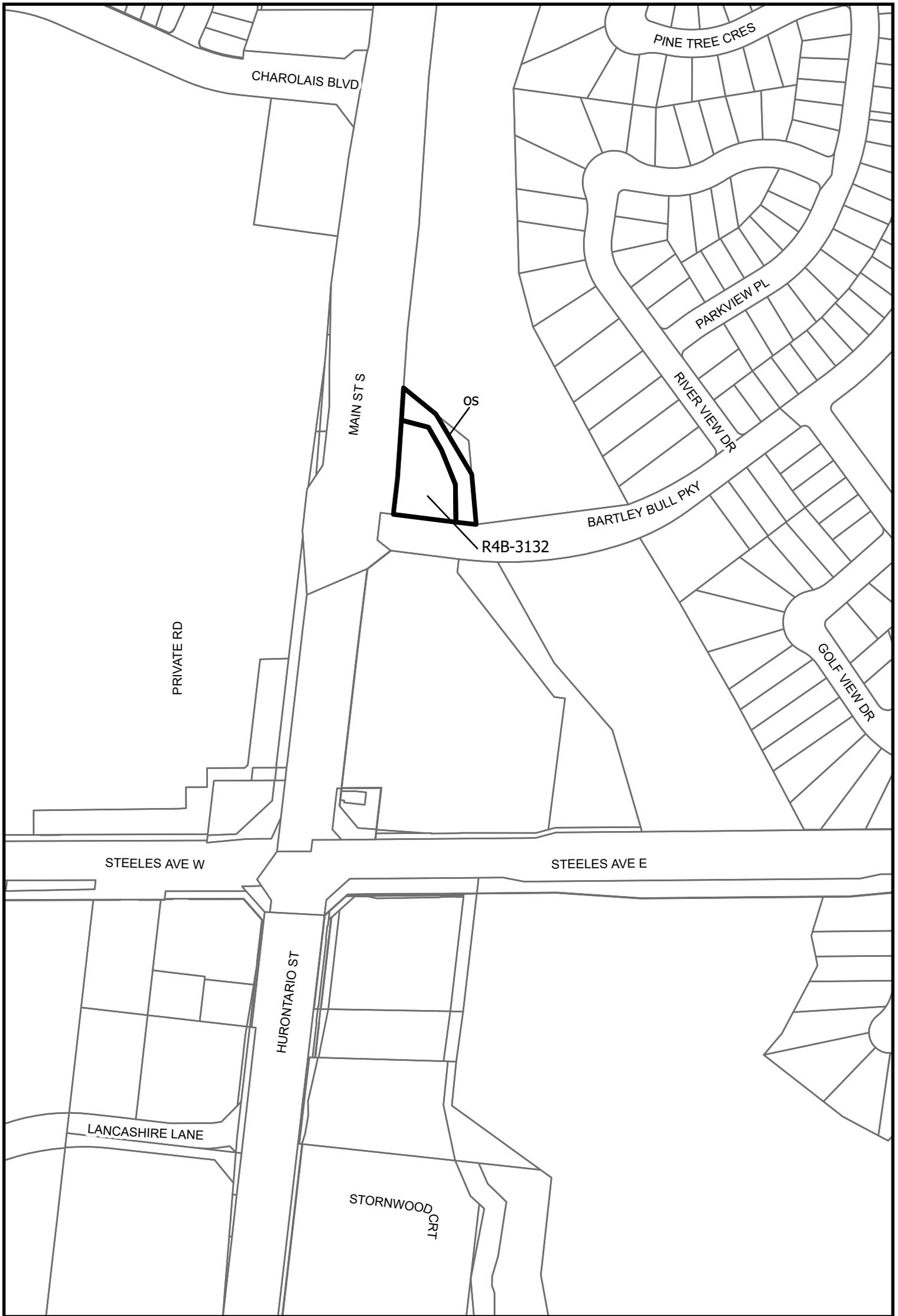
\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to  
content.  
20 \_\_/month/day  
[insert name]

\_\_\_\_\_  
Peter Fay, City Clerk

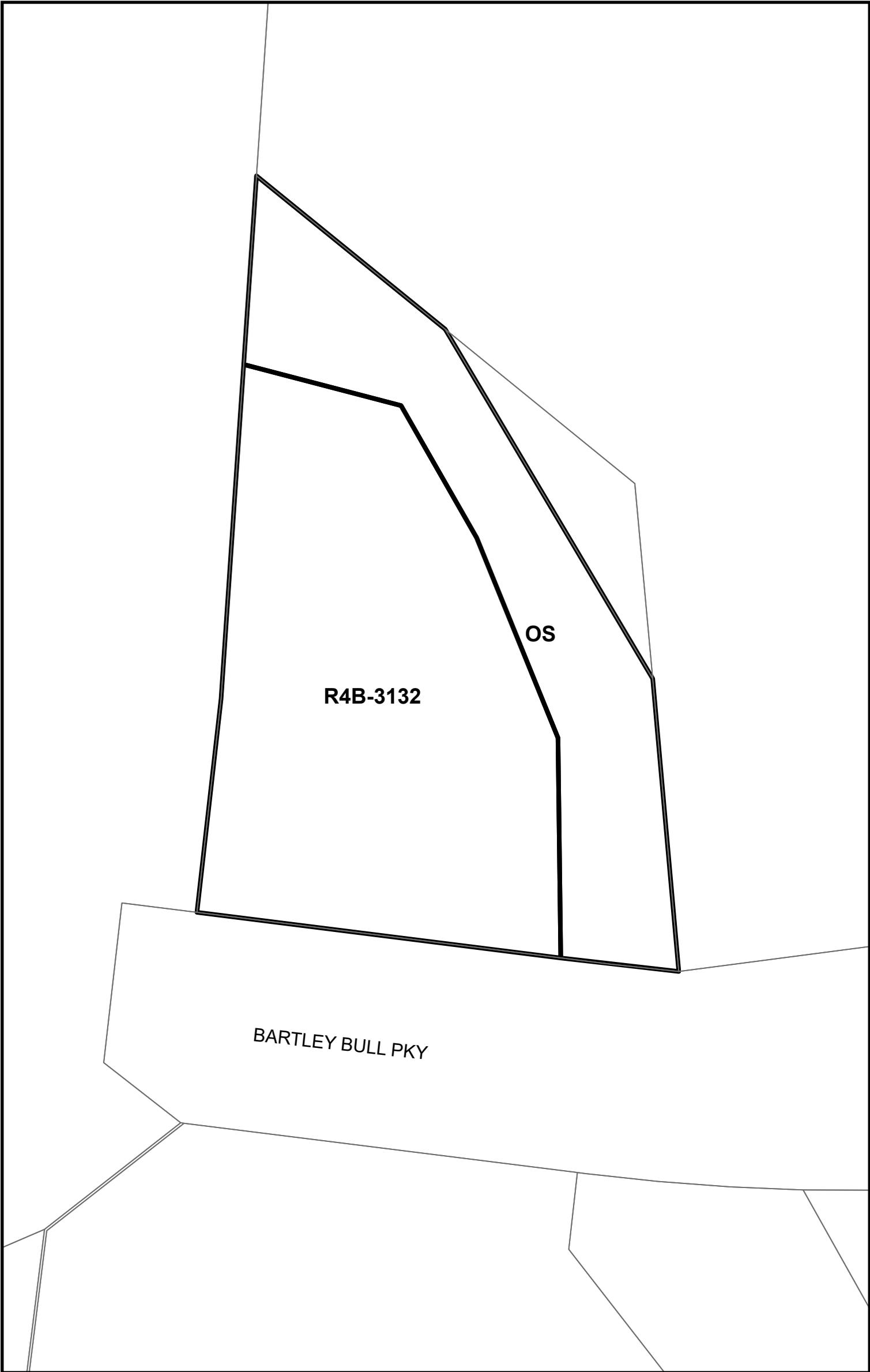
(OZS-2020-0029)

DRAFT



 SUBJECT LAND







## Planning & Development

# Sustainability Assessment Tool (for applications submitted before July 1, 2022)

### General Information

User Name:\*

Company Name:\*

Project Name:\*

City File Number:\*

Type of Development Site:\*

Plan Type:\*

### Type of Development Properties:

Ground Related Residential:

Multi-Unit Buildings (4 stories or greater):

Commercial / Industrial / Institutional:

No ▼

Email Address:\*

@ khickey@bousfields.ca

Confirm Email Address:\*

@ khickey@bousfields.ca

## Sustainability Score

19 of 19 Mandatory Metrics Are Satisfied

38 of 78 Minimum Targets Are Satisfied

30 of 94 Aspirational Targets Are Satisfied

## Application

Overall	57 of 156
36%	
Energy	10 of 48
20%	
Water	1 of 29
3%	
Walkability	34 of 46
73%	
Natural Systems	4 of 9
44%	

## Community

Overall	68 of 172
39%	
Energy	10 of 48
20%	
Water	1 of 29
3%	
Walkability	49 of 62
79%	
Natural Systems	4 of 9
44%	

FINAL SUSTAINABILITY SCORE 57



Reminder: Please complete all four sections and make sure to press "Save" at the end of each.

# Built Environment

[Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Built-Environment.aspx)

## Compact Development: Floor Space Index

Have the Municipal Official Plan Floor Space Index (FSI) or Floor Area Ratio requirements been satisfied?

Yes 

[Mandatory](#)

## Land use Diversity Mix: Proximity to Basic Amenities

*Please Populate Both Cases*

### Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (2 Points Each) (This minimum metric must be satisfied to earn aspirational points)

[Up to 6 points \(M\)](#)

Grocery Store/Farmers' Market/Place to purchase fresh produce

Yes 

Community/Recreation Centre

No 

Pharmacy

Yes 

Library

No 

### Case 2 - Aspirational Target

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (2 Points Each)

[Up to 6 points \(A\)](#)

Grocery Store/Farmers' Market/Place to purchase fresh produce

Yes 

Community/Recreation Centre

<select> [dropdown arrow]

Pharmacy

Yes [dropdown arrow]

Library

<select> [dropdown arrow]

Land use Diversity Mix: Proximity to Lifestyle Amenities

Please Populate Both Cases

Case 1 - Mandatory Requirement

Have all Municipal Official Plan requirements been satisfied?

Yes [dropdown arrow]

Mandatory

Case 1 - Minimum Target

Select amenities which are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs (1 Point Each) (This minimum metric must be satisfied to earn aspirational points)

Up to 3 points (M)

General Retail

Yes [dropdown arrow]

Convenience Store

Yes [dropdown arrow]

Theatre

No [dropdown arrow]

Coffee Store

Yes [dropdown arrow]

Hair Salon

Yes [dropdown arrow]

Bank

Yes 

Place of Worship

Yes 

Daycare

No 

Restaurant/Pub

Yes 

Other (Please Specify)

<select> 

**Case 2 - Aspirational Target**

Select amenities which are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs (1 Point Each)

[Up to 3 points \(A\)](#)

General Retail

Yes 

Convenience Store

Yes 

Theatre

<select> 

Coffee Store

Yes 

Hair Salon

No 

Bank

Yes 

Place of Worship

No 

Daycare

<select> 

Restaurant / Pub

Yes 

Other (Please Specify)

<select> 

### Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

Are there any trees on site?

Yes 

Qualifier

Has a Tree Evaluation Report (Arborist report) been prepared that identifies and evaluates where on-site healthy trees will be protected or removed, and has compensation for removal of healthy tableland trees been proposed in accordance with the City's requirements?

Yes 

Mandatory

Where healthy tableland trees are proposed for removal, has enhanced compensation is provided based on basal area?

No 

2 Points (M)

Have 75% or more of the healthy mature trees greater than 20 cm DBH been preserved in-situ on site?

NA 

3 points (A)

### Landscape and Street Tree Planting/Preservation - Soil Quantity and Quality

Have all Municipal Planting Standards been satisfied as they pertain to soils?

Yes 

Mandatory

All pits, trenches and/or planting beds have a topsoil layer greater than 60 cm with gradual change of soil quality (texture, porosity) and organic matter content that varies from 2% to 7% in the top 30 cm of soil by dry weight and a pH of 6.8 to 8.0. There is a minimum soil area of 30 m<sup>2</sup> at proper planting depth of unobstructed growing medium per tree.

Yes 

2 Points (M)

### Green Building

Are there more than five non-residential buildings in your development application?

No 

Qualifier

Have all Municipal buildings over 500 m<sup>2</sup> been designed to LEED Silver or equivalent?

NA 

Mandatory

How many buildings are enrolled in a third party Green Standards? (2 Points if One or More)

-

2 Points (M)

Please Select: Applicable Certification Standards

Energy Star 

<select> 

<select> 

## Site Accessibility - Universal Design

Have 10% of multi-residential units been designed to provide a barrier-free path of travel from the suite entrance door to the doorway of at least one bedroom at the same level, and at least one bathroom in accordance with OBC.

Yes ▼

Mandatory

What percentage of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent) (1 point for 20% and 2 points for 30%)?

<select> ▼

2 Points (M and A)

## Site Accessibility - Number of Universally Accessible Points of Entry to Buildings and Sites

Are 100% of Primary Entrances Universally Accessible?

Yes ▼

Mandatory

Are 100% of Emergency Exits Universally Accessible?

No ▼

1 Point (M)

Are 100% of All Entrances and Exits Universally Accessible?

<select> ▼

1 Point (A)

## Housing Unit Mix - Design for Life Cycle Housing - Site Plan

Input the percentage of housing types that fall under the following categories. ?

Up to 7 Points (M)

### Ownership

---

Affordable / Low Income

Market

### Housing Type

Attached

Detached

Townhomes

Mid / Hi-Rise

### Accommodations

Live Work

Multi-Generational Living

Mixed-Use

Adult/Senior Care Housing

Long-Term Care

## Landscape and Street Tree Planting/Preservation - % Tree Canopy Within Proximity to Building/Pedestrian Infrastructure

Have all Municipal Tree Planting Requirements been satisfied?

### Mandatory

What percentage of sidewalks will have shade provided by trees within 10 years of development? If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees). All trees should be selected from the applicable Municipal tree list.

75% 

Up to 4 Points (M and A)

### Parking - Bicycle Parking - Multi-Family Buildings

Have Municipal Standards been satisfied?

Yes 

### Mandatory

Have a minimum of 0.6 biking stalls per unit been provided? Additionally, has a minimum of 5% of the bike parking been provided at grade?

No 

1 Point (M)

Have a minimum of 0.8 biking stalls per unit been provided? Additionally, has a minimum of 10% of the bike parking been provided at grade?

<select> 

1 Point (A)

### Parking - Off-Street Parking

Has all new off-street parking been located beside or behind a building?

Yes 

1 Point (M)

Is less than 20% of the total developmental area dedicated to new off-street surface parking facilities?

<select> 

1 Point (A)

Has 85% or more of the surface parking been consolidated to be structured parking?

Yes 

5 Points (A)

## Parking - Surface Parking

Has a strategy been developed to minimize surface parking for permanent employees and residents?

1 Point (M)

## Pedestrian Connections - Traffic Calming

Are new residential only roads being created within your development application?

Qualifier

Are new non-residential roads being created within your development application?

Qualifier

## Pedestrian Connections - Proximity to School

Are 50% of dwelling units within 800 m walking distance of public/private elementary, Montessori, and middle schools? *(Must satisfy this minimum target to earn aspirational points)*

2 Points (M)

Are 50% of dwellings units within 1600 m of public/private high schools? (Must satisfy this minimum target to earn aspirational points)

1 Point (M)

Are 75% of dwelling units within 400 m walking distance of public/private elementary, Montessori, and middle schools?

2 Points (A)

Are 75% of dwellings units within 1000 m of public/private high schools?

1 Point (A)

## Cultural Heritage Resources - Cultural Heritage Conservation

Have the following policies been adhered to? Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada". Municipal Register of Cultural Heritage Resources and/or Municipal Heritage Inventory.

NA 

Mandatory

Have all properties included in the Municipal Heritage Registers (listed and designated) been evaluated?

NA 

2 Points (M)

Have all of the cultural heritage resources that qualify for designation under the Ontario Heritage Act been retained and protected?

<select> 

Are 100% of cultural heritage resources identified in the Municipal Heritage Registers (listed and designated) and their associated landscapes and ancillary structures conserved in-situ in accordance with "The Standards and Guidelines for the Conservation of Historic Places in Canada"?

<select> 

2 Points (A)

## Mobility [Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Mobility.aspx)

### Site Permeability - Connectivity

Have buildings on the site been connected to off-site pedestrian paths, surface transit stops, parking areas (car and bike), existing trails or pathways, or other destinations (e.g. schools)?

Yes 

Mandatory

Are outdoor waiting areas (located on the site) providing protection from weather?

Yes 

## Mandatory

Where a transit stop is located within walking distance of the project site boundary, does the building main entrance have a direct pedestrian linkage to that transit stop?

Yes



## Mandatory

*(all the above three mandatory questions must be answered "yes" or "NA" to receive a Mandatory point in your Sustainability Score)*

Have amenities and street furniture (benches, additional bike parking, landscaping) been provided along connections on the site and between the site and adjacent destinations?

Yes



2 Points (A)

## Transit Supportive - Distance to Public Transit - Site Plans

Is the site within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops? Alternatively, is the site within 400 m walking distance to 1 or more bus stops with frequent service? *(This Minimum Target must be met in order to earn Aspirational Points)*

Yes



3 Points (M)

Is the site within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit, or subway with frequent stops? Alternatively, is the site within 200 m walking distance to 1 or more bus stops with frequent service?

Yes



3 points (A)

## Active Transportation - Proximity to Cycle Network

Does the development plan include any anticipated or existing trails or cycling networks?

Yes



## Qualifier

Are 75% of residents/jobs within 400 m of existing or approved by council path/network? *(This Minimum Target must be met in order to earn Aspirational Points)*

Yes



2 Points (M)

Are 100% of residents/jobs within 400 m of existing or approved by council path/network?

Yes [dropdown arrow]

2 points (A)

### Walkability - Promote Walkable Streets

Are all sidewalks in accordance with applicable Municipal Standards? Sidewalks must be at least 1.5 m in width.

Yes [dropdown arrow]

Mandatory

What percentage of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards? ?

100% [dropdown arrow]

Up to 4 points (M and A)

Have pedestrian amenities been provided to further encourage walkable streets?

Yes [dropdown arrow]

2 points (A)

Please list pedestrian amenities provided:

- Wind Breaks
- Seating
- Pedestrian Oriented Lighting
- Wide Sidewalks (Urban Areas)
- Shading
- Other (Please Specify)

## Natural Environment and Parks

[Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Natural-Environment.aspx)

### Natural Heritage - Connection to Natural Heritage

Is a natural heritage system included within, or adjacent to, the development boundary?

Yes [dropdown arrow]

Qualifier

What percentage of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads)? 

50% 

Up to 4 points (M and A)

### Parks - Park Accessibility

Does the development plan include any parks?

No 

Qualifier

### Stormwater - Stormwater Management Quality and Quantity

Have quantity or flood control been provided in accordance with applicable Municipal and conservation authority requirements?

Yes 

Mandatory

What is the most intense rainwater event that the site can retain runoff from (in mm)? 

5 mm 

Mandatory and Up to 6 points (M and A)

Will 80% of the Total Suspended Solids (TSS) be removed from all runoff leaving the site on an annual loading basis? Additionally, have all ponds been designed with Enhanced Level of Protection (Level 1)?

Yes 

Mandatory

Will 81%-90% of Total Suspended Solids from all runoff leaving site be removed during a 10 mm rainfall event? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

No 

1 Point (M)

Will 91-100% of Total Suspended Solids from all runoff leaving site be removed during a 15 mm rainfall event?

<select> 

4 points (A)

## Stormwater - Rainwater Re-Use

Have residential (multi-family only), commercial, and institutional buildings been designed for rainwater re-use readiness? *(This Minimum Target must be satisfied in order to earn Aspirational Points)*

Yes



1 Point (M)

Is rainwater collected on site and used for low-grade functions?

No



3 points (A)

## Stormwater - Stormwater Architecture/Features

Have stormwater amenities which provide functional and aesthetic benefits to the site been included in the development plan?

No



2 Points (M)

## Urban Agriculture - Dedicate Land For Local Food Production - Site Plan

Has 80 ft<sup>2</sup>. of garden space been provided per development unit?

No



2 Points (M)

Has 15% of roof space been dedicated to local food production?

No



2 points (A)

## Infrastructure and Buildings

[Help](#) (link: /EN/Business/planning-development/Land-Development-Application/Pages/Help-Infrastructure.aspx)

## Energy Conservation - Solar Readiness

Have 100% of all new buildings been designed for solar readiness?

<select>



1 Point (M)

What percentage of the building's annual energy consumption is offset from on-site renewable energy generation? (1 Point for 1% and 1 Point for each additional 2%)

Up to 7 points (A)

### Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

Have all building been designed in accordance with the Ontario Building Code?

Mandatory

Relative to an MNECB compliant reference building, what is the expected energy savings of the proposed building design? 

Up to 11 points (M and A)

Will all commercial, institutional and multi residential buildings over three storeys be commissioned?

3 points (A)

Will building electricity sub-meters be required for all office tenants and residential suites?

3 points (A)

### Energy Conservation - Energy Management

Has an energy management strategy been developed for the development?

2 Points (M)

In an Intensification Area, where district energy is deemed viable by the Municipality, has a district energy feasibility study been conducted?

3 points (A)

### Potable Water - Reduce Potable Water Used for Irrigation

What percentage has potable water for irrigation been reduced as compared to a mid-summer baseline? 

<select> 

Up to 6 points (M and A)

### Potable Water - Water Conserving Fixtures

Have the applicable Municipal Standards been satisfied?

Yes 

Mandatory

Input applicable flow rates for water consuming fixtures:

Toilets:(6LPF Baseline)	<input type="text" value="6"/>	LPF
Private Faucets:(8.3LPM Baseline)	<input type="text" value="8.3"/>	LPM
Showerheads:(9.5LPM Baseline)	<input type="text" value="9.5"/>	LPM
Public Faucets:(1.9LPM Baseline)	<input type="text"/>	LPM
Urinals:(3.8LPF Baseline)	<input type="text"/>	LPF
Current Percentage Reduction: 	<input type="text" value="0"/>	%

Up to 6 Point (M and A)

### Lighting - Parking Garage Lighting

Has a minimum illumination of 50 lux been implemented in all parking garages?

Yes 

Mandatory

Have occupancy sensors been installed on two-thirds of lighting fixtures, while always maintaining a minimum level of illumination of 10 lux?

Yes 

1 Point (M)

### Lighting - Reduce Light Pollution

Have all applicable Municipal Standards been satisfied?

Yes 

Mandatory

Confirm that uplighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

Yes 

1 Point (M)

Have lighting controls been implemented to reduce light spillage from buildings by 50% from 11 pm to 5 am?

No 

1 point (A)

Will all architectural lighting be shut off between 11 pm and 5 am?

No 

### Lighting - Energy Conserving Lighting

Have all applicable Municipal Standards been satisfied?

Yes 

Mandatory

Have LEDs and/or photocells been used on all lighting fixtures exposed to the exterior? (Includes street lights, park lights, and pedestrian ways)

<select> 

2 Point (M)

### Bird Friendly Design

Have Bird Friendly Design strategies been applied to 85% of the exterior glazing located within the first 12 m of the building above-grade (including interior courtyards)?

Yes 

2 Points (M)

Do visual markers on the glass have spacings equal to or less than 10 cm x 10 cm?

Yes 

For green roofs with adjacent glass surfaces, has the glass been treated with Bird Friendly Design strategies on the 12m above the green roof surface? 

Yes 

### Materials and Solid Waste Management - Solid Waste

Have the applicable Municipal Standards been satisfied?

Yes 

Mandatory

For Multi-Family, Commercial, Retail and Institutional buildings, are storage and collection areas for recycling and organic waste within or attached to the building? Alternatively, deep collection recycling and organic waste storage facilities are provided.

Yes 

1 Point (M)

Is a three-chute system provided on each floor for all multi-family developments?

No 

1 Point (A)

### Materials and Solid Waste Management - Material Re-used and Recycled Content

What percentage of reused content in building materials and/or landscaping materials (hardscaping such as paving or walkways) has been used? 

5% 

Up to 2 points (M and A)

What percentage of recycled content in building materials and/or landscaping materials (hardscaping such as paving or walkways) has been used? 

10% 

Up to 2 points (M and A)

### Materials and Solid Waste Management - Recycled/Reclaimed Materials

Have all applicable Municipal Standards been satisfied?

Yes 

Mandatory

What percentage of recycled/reclaimed materials will be used for new infrastructure including roadways, parking lots, sidewalks, unit paving, etc. ?

NA

Up to 2 points (M and A)

### Heat Island - Reduce Heat Island Effect From the Built Form - Non Roof

What percentage of the site's hardscape uses Municipally approved heat island reduction techniques? ?

<select>

Up to 3 points (M and A)

### Heat Island - Reduce Heat Island Effect From the Built Form - Roof ?

What percentage of the roof has been designed with a "cool" roof surface?

50%

Up to 8 points (M and A)

What percentage of the roof is vegetated with a green roof?

50%

April 22, 2024

Sent by e-mail

The Honourable Paul Calandra  
Minister of Municipal Affairs and Housing  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

Subject: **City of Mississauga's Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146: Regional Staff Review, Updates and Recommendations**

I am writing to advise that Regional Council approved the following resolution at its meeting held on April 11, 2024:

**Resolution Number 2024-265**

1. *That, pursuant to Section 17(34) of the Planning Act, Official Plan Amendments 142 and 146 for the City of Mississauga which were adopted by City Council on August 10, 2022 by By-laws 0216-2022 and 0194-2022, be approved; and*
2. *That, pursuant to Section 17(34) of the Planning Act, Official Plan Amendments 143 and 144 for the City of Mississauga which were adopted by City Council on August 10, 2022 by By-laws 0214-2022 and 0215-2022, be approved, as modified; and*
3. *That the Regional Chair and the Regional Clerk be authorized to sign the Notice of Decision documents approving the Official Plan Amendments for the City of Mississauga, attached as Appendix VII to report of the Commissioner of Public Works, listed on the April 11, 2024 Regional Council agenda titled "City of Mississauga's Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146: Regional Staff Review, Updates and Recommendations"; and*
4. *That the Notice of Decision of Regional Council's approval of the City of Mississauga Official Plan Amendments 142, 143, 144 and 146 be given in accordance with the Planning Act; and*
5. *That a copy of the subject report be provided to the Town of Caledon, Cities of Brampton and Mississauga and the Ministry of Municipal Affairs and Housing.*

Kindest personal regards,



Nando Iannicca,  
Regional Chair and CEO

Copy: Kealy Dedman, Commissioner of Public Works, Region of Peel  
Tara Buonpensiero, Chief Planner and Director Planning and Development  
Services, Region of Peel  
Heather Watt, Ministry of Municipal Affairs and Housing  
Diana Rusnov, Clerk, City of Mississauga  
Charlotte Gravlev, Acting City Clerk, City of Brampton  
Kevin Klingenberg, Municipal Clerk, Town of Caledon

**Report of the Commissioner of Public Works listed on the April 11, 2024  
Regional Council agenda:**

- [City of Mississauga's Major Transit Station Area Official Plan Amendments 142, 143, 144 and 146: Regional Staff Review, Updates and Recommendations](#)
- [Appendix I - City of Mississauga's Protected Major Transit Station Areas Key Map](#)
- [Appendix II – City of Mississauga Major Transit Station Area Adoption By-laws for OPA 142, 143, 144 and 146](#)
- [Appendix III - Mississauga Memo on Modifications to the City-Wide Major Transit Station Area OPAs 143 and 144, March 8, 2024](#)
- [Appendix IV - City of Mississauga Major Transit Station Area Official Plan Amendments 143, 144, 142 and 146 \(with redline modifications\)](#)
- [Appendix V - Staff Responses to Comments](#)
- [Appendix VI – Mississauga Memo on Modifications to the City-Wide Major Transit Station Area OPA 144, January 16, 2023](#)
- [Appendix VII – Decision Documents for City of Mississauga Major Transit Station Area Official Plan Amendments 144, 143, 142 and 146](#)