

December 19, 2023

Our File: 468-006

Committee of Adjustment
City of Brampton
2 Wellington Street
Brampton, ON
L5B 3C1

Attn: Clara Vani
Secretary Treasurer, Committee of Adjustment

Re: Minor Variance Application - Reactivation
The Gore Plaza Inc.
Nexus Avenue and Ebenezer Rd
City of Brampton, Municipality of Peel
BLOCK 33, PLAN 43M-1912-WARD 10
PIN: 140211370
Associated City File No.: A18-011

Glen Schnarr & Associates Inc. (GSAI) are the authorized agents for The Gore Plaza Inc, owner of the property municipally addressed as 0 Nexus Avenue (“the subject property” or “the property”). On behalf of our client, GSAI is pleased to submit this request to the Committee of Adjustment to reactivate a previously filed application for Minor Variance associated with the subject site (refer to City File No.: A-18-011).

Although GSAI were not the agents who filed the original application, we understand that following staff review of the application (most recently in March 2021) a deferral was granted indefinitely. Since the time that the deferral was requested and granted (with no specified date for return to the Committee of Adjustment), we have been in discussion with staff at the City regarding the accuracy and extent of the variances needed. Our client has also had ongoing engagement with staff on the variance request(s) and has confirmed the necessity and appropriateness of the requested variances.

We submit this correspondence as our formal request to bring forward the Minor Variance Application (A-18-011) associated with 0 Nexus Avenue for the consideration of the Committee of Adjustment.

Site Information and Land Use Context

The subject property is legally described as PT LT 5, CONC 10 ND(TOR.GORE) DES PTS 3 & 5, 43R30640 & PTS 3 & 4, 43R30690. The subject property is generally located just south of the intersection of Nexus Avenue and Ebenezer Road beyond the existing place of worship.

The subject property has a lot area of approximately 0.43 ha (1.06 ac) with a frontage on Nexus Avenue of 92 m (301.9 ft). The subject property is currently vacant.

The subject property is designated “Business Corridor” in the in-effect Brampton Official Plan. The Business Corridor designation is broken down through further sub-designations and Secondary Plan policies.

Within the Bram East Secondary Plan (Area 41), the property is designated 'Mixed Commercial/ Industrial' and 'Special Policy Area 16' (SPA 16). The function of SPA 16 is *“to permit an expanded range of non-industrial uses than is otherwise specified by the “Mixed Commercial/Industrial” designation.”*. Additional uses include however are not limited to, day cares, places of worship and various schools.

We find it prudent to also address the new City of Brampton Official Plan designations and associated policies in order to understand and evaluate, where required/applicable, the appropriateness of the requests in the longer-term planning horizon. The 2023 Official Plan – Brampton Plan was approved in principle at the special meeting of the Planning and Development Committee of October 23, 2023, and was approved at the November 1, 2023, Brampton Council meeting, however, is still pending approval with the Region of Peel. We do not anticipate any major modifications or deviations with respect to this property’s designations in the new Brampton Plan. Per the new City of Brampton Official Plan, the subject property is designated “Neighbourhoods” and situated within the Primary Major Transit Station Area, known as “The Gore PMTSA”.

The subject site is zoned 'Industrial Four - Section 2568 (M4-2568)', under By-law 270-2004, as amended. Permitted uses of the zone include both industrial and non- industrial uses and imposes certain permissions/standards to regulate the buildings and parking area(s) on site.

Proposal – Forthcoming Application

At this time, our client is seeking to construct a six (6) storey Retirement Community which will include ground floor commercial uses and five (5) storeys of retirement suites above. In total, 47 retirement suites will be provided over the 5 floors. We confirm that for the purposes of zoning, staff are viewing this use as a “Residential” use, hence the wording of the variance #4 provided under this cover.

A total of 58 parking spaces will be provided at grade for the use of both the residents of the building and users of the ground floor uses. The ground floor uses (commercial, retail, etc.) will be accessible from the Nexus Avenue right of way by way of sidewalks and available for use by the residents of the building as well as the surrounding neighbourhood. Nexus Avenue also provides off-site, layby parking for the public.

Background Information

As staff may be aware, the subject property has been subject to a number of Committee of Adjustment applications over the years.

Some notable approvals were:

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Our client will require a total of 4 variances to permit for the proposed development.

Purpose of Application

The purpose of this application for minor variance is to obtain permission to:

1. *To permit a total of 58 parking spaces on site;*
2. *To permit a building set back of 3.0 m to Nexus Avenue whereas the By-Law requires a minimum building setback of 6.0 m from Nexus Avenue;*
3. *To permit a landscape strip of 3.0 m to Nexus Avenue whereas the By-Law requires a minimum landscape strip of 6.0 m from Nexus Avenue;*
4. *To permit residential uses on site in conjunction with permitted non-residential uses, whereas the site-specific zone does not permit residential uses on site.*

For clarity, we are applying for a total of 58 parking spaces on site to give staff comfort that zoning compliance will be achieved from a parking perspective through the forthcoming Site Plan application process and that the development provides a share of parking related to the overall M4-2568 lands. We look forward to providing staff with a supporting Parking Rationale Memo from CF Crozier & Associates in early 2024 to further this discussion/request.

Regarding variance number 4, for the information for staff and Committee, we note that we are requesting permission (at the advisement of staff) to permit for Residential Uses on site which would effectively permit for the Retirement Community (which is a defined use in the new Brampton Plan). We have been made aware that Policy staff interpret the proposed use to be similar in nature, if not the same, to a typical mixed-use building – having a residential (Retirement Community) and commercial/retail/office portion. Therefore, while there are existing non-residential land use permissions in place already, in order to permit for the Retirement Community a variance to permit Residential uses will be required. This would effectively satisfy the land use permissions required to permit the use in the zoning by-law. Since the draft Brampton Official Plan designates the site as “Neighbourhoods”, it is anticipated that this will ultimately be both a permitted and appropriate use for this site in the context of the new Brampton Official Plan.

Four Tests

1. Conformity with the General Intent of the Official Plan

The property is currently designated 'Business Corridor' in the Official Plan. The employment objectives listed within the Official Plan outline the need to protect the supply of employment areas. To implement these employment objectives, in part. Section 4.4.1 of the Official Plan indicates that lands within the 'Business Corridor' designation are intended to permit a broad range of employment and employment-related uses, and that these employment areas shall also allow for some ancillary related uses.

As iterated above, the site is situated within the Bram East Secondary Plan (Area 41) and within Special Policy Area 16. The function of SPA 16 is “to permit an expanded range of non-industrial uses than is otherwise specified by the “Mixed Commercial/Industrial” designation.”. Additional uses include however are not limited to, day cares, places of worship and various schools. These present typically more sensitive uses. Seeing that the site is located on the most easterly limit of the Business Corridor and 'Mixed Commercial/ Industrial' designations (interfacing with existing residential uses on the east side of Nexus Avenue), this type of use is contextually appropriate (from a transition perspective) and fits logically with the expanded range of non-industrial uses permitted under SPA16, thus meeting the general intent of the Official Plan.

Additionally, the new “Neighbourhoods” designation in the new Brampton Official Plan provides that:

Neighbourhoods will continue to evolve through infill development on underutilized vacant properties and lands, the adaptive reuse of existing buildings, and the establishment of additional residential units, as appropriate.

This suggests that residential uses may be considered. We are of the opinion that based on the site's location, adjacent uses and it's location within the Gore Major Transit Station Area, that this site presents a logical opportunity for the proposed use. Consistent with previous approvals for Retirement Home/Residence, which are also residential in nature, permission for residential uses remains appropriate for the subject site.

We are of the opinion that the proposal meets with the general intent of the in effect and draft Official Plan (as presented today).

2. Maintains the Intent of the Zoning By-law

The property is zoned 'Industrial Four - Section 2568 (M4-2568)', according to By-law 270-2004. Permitted uses of the zone include both industrial and non-industrial uses. Residential uses are not permitted under the current zoning. However, past Minor Variances have permitted a retirement residence which can be considered residential in nature. The subject property's location adjacent to the place of worship will be beneficial to future residents and support compatible uses and aging in place.

The site-specific zone for these lands specifies a minimum building setback of 6.0 metres along all lot lines abutting The Gore Road, Fogal Road, Ebenezer Road and Nexus Avenue. A reduction to 3.0 meters will move the building closer to the street front to create a more active street frontage along Nexus Avenue. We do note that 3.0 meters is the smallest point and that the building is staggered along the frontage so to create a visually appealing condition and a more attractive façade condition along the Nexus Avenue frontage.

The setback to the parking area will support the use by providing adequate parking (as discussed in the supporting memo from CF Crozier & Associates) and a parking area that can accommodate turning movements and safe vehicular movements for various types of vehicles.

3. 3 & 4. Minor in Nature & Desirable for the Development of the Lands

A retirement community is compatible with the place of worship to the north and the newly constructed residential uses to the east. It will not create a compatibility issue for the commercial uses behind and west of the subject property.

The proposed use will benefit members of the community along with users of the place of worship. It will give older residents easy access to the place of worship allowing them to maintain important community and cultural connections and age in place opportunities.

The proposed setbacks to the parking area and building are minor in nature as they will not impose adverse impacts to the surrounding and although lesser than the by-law regulations, still do provide a setback condition from the right of way. The proposed setbacks create a site programming scenario that is logical and optimizes the use of the site (spatially).

Application Materials

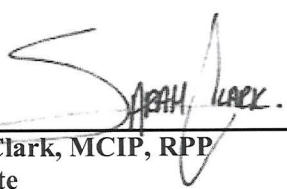
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We look forward to submitting the supplemental CF Crozier & Associates memorandum and appearing before the Committee of Adjustment at the earliest possible hearing date (which we understand is to be January 23, 2024). Should you require anything further, feel free to contact Sarah Clark at 905-717-5433 or sarahc@gsai.ca.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.



Sarah Clark, MCIP, RPP
Associate

EBENEZER ROAD

GROUP ALLOWANCE BETWEEN LOTS 5 AND 6, CONSTRUCTION 101, NORTHERN EMBAYMENT

PART 12, PLAN 43R 20472

PLAN 43R 20472

PART 12

CHURCH



SCALE 1:500

DECEMBER 19, 2023

Glen Schnarr & Associates Inc.

GSAI

COMMITTEE OF ADJUSTMENT
MINOR VARIANCE SKETCH PLAN
THE GORE PLAZA INC.

0 NEXUS ROAD
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

SUBJECT LANDS - 0.46ha (1.13ac)

- REQUIRED VARIANCES:**
- To permit a total of 58 parking spaces on site;
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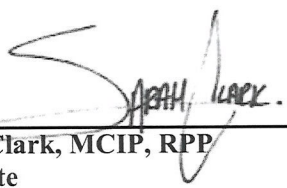
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PART 12, PLAN 43R 20472

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CHURCH

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SCALE 1:500
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The subject site is zoned 'Industrial Four - Section 2568 (M4-2568)', according to By-law 270-2004, as amended. Permitted uses of the zone include both industrial and non- industrial uses and imposes certain permissions/standards to regulate the buildings and parking area(s) on site.

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We do confirm that this concept before Committee varies slightly from the March 2021 concept, however based on the minimal nature of the revisions, we are of the opinion that an amendment to the previous Minor Variance application is appropriate, and no new application is required. For the benefit of the staff and Committee notable revisions are (note this list is non exhaustive):

- Reduction in building height and ultimately unit supply;
- Building setbacks; and,
- Reduction in provided parking.

Our client will require a total of 4 variances to permit for the proposed development.

Purpose of Application

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3. *To permit a landscape strip of 3.0 m to Nexus Avenue whereas the By-Law requires a minimum landscape strip of 6.0 m from Nexus Avenue;*
4. *To permit residential uses on site in conjunction with permitted non-residential uses, whereas the site-specific zone does not permit residential uses on site.*

Regarding variance number 1, we note that the City of Brampton has interpreted the use to be residential in nature and for the purposes of policy and zoning interpretation has advised the Retirement Community should be considered a residential use. While we generally agree that a Retirement Community can be considered residential by its very nature, we note for staff that the parking demand for a Retirement Community is generally lesser than that of a typical residential apartment building based on the needs of the demographic. In support of this, and ultimately in support of variance number one, we have provided a Parking Justification Memo as prepared by CF Crozier & Associates outlining the forecasted parking demand for both the non-residential uses as well as the Retirement Community (residential) use. Again, while staff are interpreting this use to be residential for the purposes of the by-law, the more accurate use is a Retirement Community which is not a use defined in the City's by-law, and therefore, we have evaluated the parking demand versus supply on more relevant uses located outside of the City of Brampton. We trust this is of assistance to staff and the Committee in their review of the variance.

Regarding variance number 4, for the information for staff and Committee, we note that we are requesting permission (at the advisement of staff) to permit for Residential Uses on site which would effectively permit for the Retirement Community (which is a defined use in the new Brampton Plan). We have been made aware that Policy staff interpret the proposed use to be similar in nature, if not the same, to a typical mixed-use building – having a residential (Retirement Community) and commercial/retail/office portion. Therefore, while there are existing non-residential land use permissions in place already, in order to permit for the Retirement Community a variance to permit Residential uses will be required. This would effectively satisfy the land use permissions required to permit the use in the zoning by-law.

For the information of the Committee, previous conditional approvals by the Committee of Adjustment were given in order to permit "a retirement home" (A04-330) and/or "a retirement residence" (A08-011 and A08-021). The function of these uses do not fit the description of this particular use as those uses as defined as providing care to the residents. This, however, is not the case for the use our client is presently seeking.

For example, per the in-effect City of Brampton Official Plan, a "Retirement Home" means [emphasis added by author]:

*"a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, **require a supervised living arrangement** for their well-being..."*

For clarity, assisted living options can be granted for the proposed use on an individual basis however, they will not be provided by the Retirement Community owners. Many seniors remain self sufficient and have no issues with inside domestic day to day tasks. Therefore, the current definition of a "Retirement Home" does not reflect the use being proposed.

That being said, per our review of the new Brampton Official Plan, there is a new definition being provided for "Retirement Community", which provides:

"a retirement community is a residential community or housing complex designed for older adults who are generally able to care for themselves; however, assistance from home

care agencies may be allowed, and activities and socialization opportunities are often provided.”

This description fits the intent of our client’s objective and to our understanding, will be permitted from a zoning perspective, following approval of the Residential use subject to this application. We recognize that the new Brampton Official Plan needs approval from the Region of Peel, and therefore the definition itself is not yet in-effect, however we are seeking the Committee’s support on providing our client this residential use by way of a minor variance. Since the draft Brampton Official Plan designates the site as “Neighbourhoods”, it is anticipated that this will ultimately be both a permitted and appropriate use for this site in the context of the new Brampton Official Plan.

Four Tests

1. Conformity with the General Intent of the Official Plan

The property is currently designated 'Business Corridor' in the Official Plan. The employment objectives listed within the Official Plan outline the need to protect the supply of employment areas. To implement these employment objectives, in part. Section 4.4.1 of the Official Plan indicates that lands within the 'Business Corridor' designation are intended to permit a broad range of employment and employment-related uses, and that these employment areas shall also allow for some ancillary related uses.

As iterated above, the site is situated within the Bram East Secondary Plan (Area 41) and within Special Policy Area 16. The function of SPA 16 is “to permit an expanded range of non-industrial uses than is otherwise specified by the “Mixed Commercial/Industrial” designation.”. Additional uses include however are not limited to, day cares, places of worship and various schools. These present typically more sensitive uses. Seeing that the site is located on the most easterly limit of the Business Corridor and 'Mixed Commercial/ Industrial' designations (interfacing with existing residential uses on the east side of Nexus Avenue), this type of use is contextually appropriate (from a transition perspective) and fits logically with the expanded range of non-industrial uses permitted under SPA16, thus meeting the general intent of the Official Plan.

Additionally, the new “Neighbourhoods” designation in the new Brampton Official Plan provides that:

Neighbourhoods will continue to evolve through infill development on underutilized vacant properties and lands, the adaptive reuse of existing buildings, and the establishment of additional residential units, as appropriate.

This suggests that residential uses may be considered. We are of the opinion that based on the site’s location, adjacent uses and it’s location within the Gore Major Transit Station Area, that this site presents a logical opportunity for the proposed use. Consistent with previous approvals for Retirement Home/Residence, which are also residential in nature, permission for residential uses remains appropriate for the subject site.

The proposed parking reduction is consistent with the planned function of Major Transit Station Areas and the reduced reliance on private automobiles. This is exhibited in the Parking Justification Memo prepared CF Crozier & Associates.

We are of the opinion that the proposal meets with the general intent of the in effect and draft Official Plan (as presented today).

2. Maintains the Intent of the Zoning By-law

The property is zoned 'Industrial Four - Section 2568 (M4-2568)', according to By-law 270-2004. Permitted uses of the zone include both industrial and non-industrial uses. Residential uses are not permitted under the current zoning. However, past Minor Variances have permitted a retirement residence which can be considered residential in nature. The subject property's location adjacent to the place of worship will be beneficial to future residents and support compatible uses and aging in place. The removal of the supervised living requirement is minor and technical in nature and maintains the intent of the previous minor variance permissions (permitting retirement residences, etc).

The site-specific zone for these lands specifies a minimum building setback of 6.0 metres along all lot lines abutting The Gore Road, Fogal Road, Ebenezer Road and Nexus Avenue. A reduction to 3.0 meters will move the building closer to the street front to create a more active street frontage along Nexus Avenue. We do note that 3.0 meters is the smallest point and that the building is staggered along the frontage so to create a visually appealing condition and a more attractive façade condition along the Nexus Avenue frontage.

The setback to the parking area will support the use by providing adequate parking (as discussed in the supporting memo from CF Crozier & Associates) and a parking area that can accommodate turning movements and safe vehicular movements for various types of vehicles.

The parking reduction proposed from 71 to 58 parking spaces deemed as technically feasible based on the analysis undertaken by CF Crozier & Associates. The area also remains well serviced by existing amenities. The proposed parking is adequate for the proposed use, as discussed in the supporting memo from CF Crozier & Associates.

3. 3 & 4. Minor in Nature & Desirable for the Development of the Lands

A retirement community is compatible with the place of worship to the north and the newly constructed residential uses to the east. It will not create a compatibility issue for the commercial uses behind and west of the subject property.

The proposed use will benefit members of the community along with users of the place of worship. It will give older residents easy access to the place of worship allowing them to maintain important community and cultural connections and age in place opportunities.

The proposed parking is minor in nature in the context of ratios used to supporting similar uses/proxy sites. It is desirable for the development of the land as it enables the operation of the Residential/Retirement Community use and supports the retail/commercial portion.

The proposed setbacks to the parking area and building are minor in nature as they will not impose adverse impacts to the surrounding and although lesser than the by-law regulations, still do provide a setback condition from the right of way. The proposed setbacks create a site programming scenario that is logical and optimizes the use of the site (spatially).

Application Materials


In support of the application, we have enclosed the following items:

1. One (1) copy of a Minor Variance Sketch, prepared by Glen Schnarr & Associates Inc., dated October 15, 2023;
2. One (1) copy of the Parking Justification Memo as prepared by CF Crozier & Associates dated October 2023.

The property will pay the application fee when prompted. We look forward to appearing before the Committee of Adjustment at the earliest possible hearing date. Should you require anything further, feel free to contact Sarah Clark at 905-717-5433 or sarahc@gsai.ca.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.



Sarah Clark, MCIP, RPP
Associate

EBENEZER ROAD



SCALE 1:500
NOVEMBER 15, 2023



GSAI

Glen Schnarr & Associates Inc.



COMMITTEE OF ADJUSTMENT
MINOR VARIANCE SKETCH PLAN
THE GORE PLAZA INC.

0 NEXUS ROAD
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

 SUBJECT LANDS - 0.46ha (1.13ac)

REQUIRED VARIANCES:

1. To permit a total of 58 parking spaces for all uses on site;
2. To permit a building set back of 3.0 m to Nexus Avenue whereas the By-Law requires a minimum building setback of 6.0 m from Nexus Avenue;
3. To permit a landscape strip of 3.0m to Nexus Avenue whereas the By-Law requires a minimum landscape strip of 6.0m from Nexus Avenue
4. To permit residential uses on site in conjunction with permitted non-residential uses, whereas the site-specific zone does not permit residential uses on site.

The Gore Plaza Inc.
210-4515 Ebenezer Rd
Brampton, ON L6P 2K7

Attention: Francois Hemon-Morneau
Development Planner

RE: PARKING JUSTIFICATION LETTER
0 NEXUS AVENUE
CITY OF BRAMPTON

Dear Francois,

C.F. Crozier & Associates Inc. (Crozier) was retained by The Gore Plaza Inc. to support a minor variance to permit the "retirement community" land use and associated parking requirements to support a mixed-use development located at 0 Nexus Avenue in the City of Brampton.

1.0 Development Proposal

According to the current site plan, the proposed development is envisioned to include the following elements:

- A six (6) storey retirement community/building with 778.26 m² of ground floor commercial uses and five (5) storeys of retirement suites, with a total of 47 retirement suites.
- A total of 58 at grade parking spaces (including 4 accessible spaces)
- Proposed site access via Nexus Avenue opposite Davenfield Circle.

Table 1 outlines the site statistics of the proposed development.

Table 1: Proposed Development Breakdown		
Land Use	Number of Units/GFA	Vehicle Parking
Retirement Community	47 units	58 spaces
Ground Floor Commercial	778.26 m ²	

It's noted that the proposed retirement community/building will include dwelling units exclusively for senior citizens. Further, common facilities for the preparation and consumption of food are not provided and each dwelling unit will have its own kitchen facilities for independent senior living.

The ground floor uses (commercial, retail, etc.) will be available for use by the residents of the building as well as the surrounding neighborhood.

Refer to the **Attachments** for the site plan.

2.0 Background

The site is currently subject to a site-specific Zoning By-law (zoned 'Industrial Four - Section 2568 (M4-2568)', according to By-law 270-2004) which permits Industrial and Non-Industrial uses with a parking rate of 1 space for each 22 square metres of gross floor area for commercial uses. Furthermore, the past approved variances include an 11-storey retirement residence.

The minor variance application proposes to introduce the use "retirement community" as a permitted use for future development of the subject lands. The Draft Official Plan (September 2023) identifies the "retirement community" use and defines it as " a retirement community is a residential community or housing complex designed for older adults who are generally able to care for themselves; however, assistance from home care agencies may be allowed, and activities and socialization opportunities are often provided".

While this use will be permitted in the Draft Official Plan, the introduction was not yet ratified in the City's Zoning By-law at the time this letter was written and this application seeks to introduce the use, as would be expected in the next step in the City's process.

3.0 Site Description

The subject lands cover an area of approximately 0.43 ha and currently consist of vacant lands. The property, located in a mixed-use neighborhood, is bounded by Nexus Avenue to the east, a commercial parking lot to the west, a Place of Worship to the north, and a cultural center to the south. The subject lands are currently zoned 'Industrial Four - Section 2568 (M4-2568)'.

The existing transit services near the subject site are outlined in **Table 2** below.

Table 2: Existing Transit Services					
Route	Start and End Points	Times of Operation	Peak Hour Headways	Direction 1 Transit Stop	Direction 2 Transit Stop
Brampton Transit 1 Queen	Mount Pleasant GO to Hwy 50 s/of Ebenezer Rd	Monday to Sunday	20 min	Ebenezer Rd w/of Nexus Ave (130 m; 2 min)	Ebenezer Rd e/of Royal Country Dr (550 m; 8 min)
Brampton Transit 23 Sandalwood	Mount Pleasant Village - Route 23 Stop to Queen St w/of Highway 50	Monday to Sunday	15 min	Ebenezer Rd w/of Nexus Ave (130 m; 2 min)	Hwy 50 s/of Ebenezer Rd (800 m; 12 min)
Brampton Transit 35 Clarkway	Hwy 50 s/of Ebenezer Rd to Torbram - Zum Bovaird Station Stop EB	Monday to Sunday	35 min	Ebenezer Rd w/of Nexus Ave (130 m; 2 min)	Hwy 50 s/of Ebenezer Rd (800 m; 12 min)

Furthermore, route1 terminates at Mount Pleasant GO Station which supports several transit routes, with several bus route connections. In addition to the bus routes highlighted in **Table 2**, the Mount Pleasant GO Station provides GO Train services along the Kitchener Line. Further, The GO Transit and Brampton Transit services provided at Mount Pleasant GO Station allow commuters in the

surrounding area of the subject site to access the entire City and the Greater Toronto Area (GTA) more easily. Transit excerpts are provided in **Attachments**.

4.0 **Assessment of Proposed Parking Supply**

This section examines and evaluates the feasibility of the vehicle parking supply for the proposed development. The proposed parking supply is evaluated against standard parking evaluation criteria and metrics as discussed under this section.

4.1 **Zoning By-Law (ZBL) Parking Requirements Evaluation**

The subject site is zoned 'Industrial Four - Section 2568 (M4-2568)', according to By-law 270-2004. Permitted uses of the zone include both industrial and non- industrial uses. This section presents the parking requirements for the proposed development based on the City of Brampton Zoning By-Law.

4.1.1 **Commercial Use**

Per the City of Brampton Zoning By-Law, the lands designated M4 -Section 2568 on Schedule A, shall include non-Industrial uses such as retail establishment, day care centre, place of worship, medical office etc. as long as the maximum Gross Floor Area devoted to medical offices doesn't exceed 15% of the total Gross Floor Area. As such, the Site is subject to a site-specific Zoning By-law M4-2568, which requires a parking rate of 1 space for each 22 m² of GFA.

Table 3 summarizes the calculated vehicle parking requirements and compares them with the proposed parking supply for the Commercial Use of the development.

Table 3: Zoning By-Law Vehicle Parking Requirements of Commercial Use			
By-Law Use	GFA	Minimum Parking Space Rate	Required Vehicle Parking
'Industrial Four - Section 2568 (M4-2568)' listed under non-Industrial as office	778.26 m ²	1 parking space for each 22m ² of gross commercial floor area	35 spaces
Total Required Parking Spaces			35 spaces
Total Proposed Parking Spaces			35 spaces
Surplus/Deficit			0

Per the City's Zoning By-Law, the number of parking spaces required for the ground floor retail or offices is 35 parking spaces. Given the development proposes 35 commercial parking spaces, the proposed parking supply is adequate compared to the By-Law requirements.

Moreover, based on correspondence with the proponent, though tenants and uses for the proposed ground floor retail is currently unknown, the ground floor uses proposed will be consistent with the commercial and medical office uses that are permitted in the site-specific Zoning By-Law. Further, it is expected that the ground floor will primarily accommodate a variety of medical uses including a Doctor's Office, Physiotherapy, Chiropractor, Optometrist, Pharmacy Etc. to cater to the building's residents. Therefore, the ground floor retail parking demand is

expected to be lower than the By-law requirement given the potential higher use by building's residents.

4.1.2 Retirement Community Use

It is noted that, although introduced in the City of Brampton's Draft Official Plan, a retirement community/building is not a listed use within the current Zoning By-Law. As discussed in **Section 2.0**, the proposed definition of "retirement community" in the minor variance application is intended to be consistent with the definition per the Draft Official Plan, which defined the use as "a residential community or housing complex designed for older adults who are generally able to care for themselves; however, assistance from home care agencies may be allowed, and activities and socialization opportunities are often provided."

However, the City's current Zoning By-law has a similar use, "Senior Citizen Residence", which is defined as "a building owned and operated by a government agency, or by a non-profit and non-commercial organization, primarily for the housing of senior citizens, containing only one or two bedroom dwelling units, in which each one bedroom dwelling unit has a gross floor area of not more than fifty-eight decimal five (58.5) square metres and each two bedroom dwelling unit has a gross floor area of not more than seventy (70) square metres."

We note that while the minor variance application seeks to introduce the new "retirement community/building" use, from a transportation perspective the proposed use is similar in nature to the definition of "Senior Citizen Residence". Future residents will be retirees and live independently without assistance provided by the community. This can be considered the most appropriate comparison from a City of Brampton Zoning By-law perspective to evaluate the requirements given the similarity in characteristics. Therefore, to establish a basis for our initial assessment, "Senior Citizen Residence" was utilized.

Table 4 summarizes the calculated vehicle parking requirements and compares them with the proposed parking supply for the retirement community use.

Table 4: Zoning By-Law Vehicle Parking Requirements of Retirement Community Use			
By-Law Use	Number of Units / GFA	Minimum Parking Space Rate	Required Vehicle Parking
10.9.2 – “Senior Citizen Residence”	47 units	0.5 resident parking spaces per dwelling unit	24 spaces
		0.25 visitor parking spaces per dwelling unit	12 spaces
Total Required Parking Spaces			36 spaces
Total Proposed Parking Spaces			23 spaces

4.1.3 Combined Parking Requirements

The vehicle parking requirements for the combined site was determined by summing the minimum parking requirements based on rates listed in Section 10.0 "Residential", and in Section M4-2568 of the City of Brampton Zoning By-Law.

Table 5 summarizes the calculated vehicle parking requirements and compares them with the proposed parking supply.

Table 5: Zoning By-Law No. 800-2004 Vehicle Parking Requirements Evaluation			
By-Law Use	Number of Units / GFA	Minimum Parking Space Rate	Required Vehicle Parking
10.9.2 – “Senior Citizen Residence”	47 units	0.5 resident parking spaces per dwelling unit	24 spaces
		0.25 visitor parking spaces per dwelling unit	12 spaces
'Industrial Four - Section 2568 (M4-2568)'	778.26 m²	1 parking space for each 22 m² of GFA	35 spaces
Total Required Parking Spaces for Residents			24 spaces
Total Required Parking Spaces for Visitors			35 spaces
Total Proposed Parking Spaces for Residents			23 spaces
Total Proposed Parking Spaces for Visitors			35 spaces (to be shared between commercial and residential visitor uses)
Surplus/Deficit			-1 space

Per the City's Zoning By-Law and using the land use that most closely represents the intended use, the number of parking spaces required for the residents and visitors of the retirement community is 24 and 12 spaces, respectively. The proposed parking supply for the retirement community is deficient when compared with the parking requirements outlined in the City of Brampton Zoning By-Law. However, as it is typical that residential visitor and commercial parking spaces are shared given difference in peak demand periods to optimize use of parking spaces, the visitors parking requirements will be met and only the residential parking supply is deficient compared to the By-Law requirement. Moreover, the development proposes 35 commercial parking spaces consistent with the site-specific Zoning By-law.

It is common practice in modern mixed-use developments that the residential visitor and commercial parking spaces are shared given the typical difference in peak demand periods to optimize use of parking spaces. As such, it is common for modern mixed-use developments to use the most conservative of the non-residential and visitor parking requirements instead of the sum; and from this perspective the total shared visitor/commercial parking requirement would be 35 spaces and the resulting parking deficiency would only be 1 space.

As the future commercial uses are intended to compliment the retirement community use, synergies are expected where the businesses are expected to be patronized by the residents of the building. Moreover, the ground floor commercial uses abut an existing commercial plaza, Place of Worship, and residential uses that are in within a short walking distance of the subject site. In particular, some customers at the abutting commercial plaza can be expected to walk to multiple destinations both within the existing plaza as well as the proposed development on a single visit – utilizing a single parking space to do so instead of requiring parking for each individual commercial store. Accordingly, the anticipated deficit from this perspective is not expected to pose operational concerns.

Further, it's noted that there are currently several on-street parking spots (Approximately 11 spaces) available on the east side of Nexus Avenue directly abutting the subject lands. These on-street parking spaces will be able to service short term visitors as well if required. Therefore, this deficit is not expected to be an issue.

We understand that it is the intent of the applicant to comply with the site-specific Zoning By-law requirements for the commercial parking uses; accordingly, the remainder of this report reviews the adequacy of the proposed supply for the "retirement community" use from this perspective.

The remaining sections of this letter assesses the adequacy of the parking supply based on other criteria such as other municipal By-laws and Transportation Demand Management.

4.2 Other Municipalities Parking Requirements

As noted in the previous section, "Retirement Community/Building" is not a listed use within the current Zoning By-Law of Brampton. However, this use already exists in the Zoning By-Laws of other municipalities across southern Ontario. Therefore, to further evaluate adequacy of the proposed parking supply for retirement community, Zoning by-laws of various municipalities with similar land-use contexts were reviewed. **Table 6** outlines the parking space requirements for land uses similar to the development proposal at 5 municipalities across southern Ontario.

Table 6: Sample Parking Requirements from Other Municipalities

Municipality	Land Use	Land Use Definition	Resident Rate	Visitor Rate
Whitby	Senior Apartment Building	Definition: An apartment building where each dwelling unit is occupied by at least one person who is 60 years of age or older.	0.25	0.25
Niagara-on-the-Lake	Senior Citizen Apartment Building	Definition: a building consisting of three (3) or more dwellings designed and intended to be occupied by senior citizens, access to each of which is obtained through a common entrance or entrances from the street level; and the occupants of which obtain access to their dwelling units through the use of common halls.	0.25	
Oshawa	Senior Citizens Apartment Building	Definition: An apartment building designed and intended for the accommodation of persons 65 years of age or over, which is owned and managed by a public housing authority or an incorporated non-profit organization or a charitable institution.	0.5	
Richmond Hill: Bayview Glen By-Law #278-96 Downtown Area - Yonge St Corridor: Dunlop St to Evandale By-Law # 76-91	Senior Citizen Dwelling	Definition: An apartment dwelling that is occupied by senior citizens and which is sponsored and/or administered by any public agency or any service club, place of worship, or other non-profit organization, either of which obtains its financing from federal, Provincial, or Municipal Governments or agencies, or by public subscription or donation, or by any combination thereof, and may include accessory uses such as club and lounge facilities , usually associated with senior citizens developments.	0.266	0.066
London	Senior Citizens Apartment Building	Definition: An apartment building designed for the accommodation of the elderly, which is owned and managed by a public housing authority or non-profit organization or a charitable institution and which may be associated with a place of worship.	0.125	
Average Rate of the Municipalities Combined Resident and Visitor Minimum Requirements			0.34	

As outlined in **Table 6**, the minimum combined resident and visitor parking rates vary from 0.125 (City of London) to 0.5 (Town of Whitby) per unit for a Senior Apartment Building. The average resident rate of 0.49 spaces per unit is lower than that which is proposed for the subject development, and lower than that of the "Senior Citizens Development" use per Brampton's current Zoning By-law.

A rate of 0.34 spaces per unit for combined residential and visitor uses was found by taking the average of minimum rates of above 5 municipalities. This rate is deemed to be appropriate to be the basis of comparison to assess the feasibility of proposed parking supply.

It's noted that though there are some differences among the various Zoning By-Laws' definition of a "Senior Apartment Building" (For example the ownership model), they are very similar to the proposed retirement community/building use and the parking demand patterns are expected to be quite similar regardless of those slight differences.

Table 7 presents the parking demand for the proposed site based on the average of other municipalities minimum parking rates.

Table 7: Peak Demand Forecast Analysis per Parking Requirements from Other Municipalities

Land Use	Parking Rate (Combined Residents and Visitors)	Number of Units	Parking Required	Proposed Parking
Retirement Community	0.34	47	16 spaces	23 Spaces (+7)

Based on the above review, the proposed parking supply exceeds the parking demand forecast based on the average requirements of municipalities with land use definitions similar to the proposed "retirement community/building" use. It should also be noted that these rates have been in effect in these municipalities for over a decade and are demonstrably lower than the rates proposed. Relevant zoning by-law excerpts are provided within the **Attachments**.

We note that similar retirement/senior citizen dwelling uses with similar rates to those summarized in **Table 7** exist within these and other municipalities. However, these uses were excluded from detailed analysis as their Zoning By-law definitions outlined key operational differences such as the facilities having common kitchens where meals and other activities are provided on site for residents, or the presence of on-site staff for assisted living.

5.0 Policies and Surrounding land Use Context

5.1 Highway 50 Major Transit Station Area

The site is located within a primary Major Transit Station Area (MTSA) which is planned to be served by Queen Street Bus Rapid Transit (BRT), which will have 24km of bus-only lanes providing predictable transit travel times and increased transit reliability within the immediate area. The Queen Street BRT will span from Mississauga Road to the west and serve as an extension of the Highway 7 BRT operating within City of Vaughan. This new service will provide a direct connection from Mississauga Road to the VMC Subway Stop along Toronto Transit Commission's Line 1. The new station is planned to be located at the intersection of Gore Road and Queen Street East (Highway 50). The site is within an 800m distance (10-minute walk) of this new station.

Since MTSA's are located directly adjacent to major transit stations, the expectation is that sites located within these areas will have reduced auto parking demands given the ease of access to transit, complimentary land uses, and compact walkable mixed-use development. This is further supported through the Province's growth plan for the GTHA, which emphasizes policy adaptations, such as reducing parking requirements, to promote transit use in intensification areas and MTSA's.

With existing and planned development within the MTSA, it is reasonable to expect visitors that intend to visit multiple destinations within the area to park in a single parking space and walk to the multiple uses during a single trip. There are currently a variety of attractions such as restaurant, Pharmacy, bank, convention center, place of worship, hotel, grocery store etc. located within a walking distance from the site.

Further, per the City of Brampton's Draft Official Plan, provision of shared parking between residential and commercial uses as a measure to reduce surface parking and single occupant vehicle demand is encouraged specially in MTSA areas. Compact mixed-use community design, which is reflected in the proposed development, helps the synergies between land uses to positively impact travel behaviours.

6.0 Other Parking Requirements

This section reviews the loading space requirements associated with the development.

6.1 Loading Space Requirements

The City of Brampton Zoning By-Law does not specify any loading requirement for a residential land use. However, section 20.6 of the City of Brampton Zoning By-Law No. 259-2020 outlines that 1 loading spaces is required for retail developments with less than 2,350 m² of retail space; therefore, the proposed development (778.26 m² retail space) requires 1 loading spaces. To satisfy this requirement, 1 loading space has been provided.

7.0 Transportation Demand Management (TDM) Opportunities

The purpose of the Transportation Demand Management (TDM) Plan is to review the existing and future TDM opportunities and recommend site specific measures to enhance the development's efficiency in reducing site generated single occupancy vehicle (SOV) trips; and resultantly reduce vehicle ownership and parking demand.

7.1 Existing and Future TDM opportunities

Many effective travel demand measures available to the site are currently implemented. The subject property's proximity to transit and pedestrian infrastructure makes public transit and walking a viable transportation mode.

There are existing non-auto trip options available within the study area as well as several future TDM opportunities planned by the Region of Peel and City of Brampton. Currently, there is an extensive network of pedestrian facilities within the study area. A well-connected network of sidewalks are located on the boundary roads. Further, pedestrian crosswalk pavement markings and provision of pedestrian signal phases as part of the signal timing plans allow for safe

pedestrian movement at the Nexus Avenue and Ebenezer Road Intersection. The existing pedestrian facilities provide good pedestrian connection to transit stops and local destinations within the study area.

Currently, a comprehensive network of transit services exists near the subject site. Further, the site is located within a primary Major Transit Station Area (MTSA). The implementation of Queen Street Bus Rapid Transit (BRT) will allow residents in the surrounding area of the subject site to access the entire City and the Greater Toronto Area (GTA) more easily. Transit excerpts are provided in **Attachments**.

Further, the existing and planned active transportation and transit facilities adjacent to the site herein, in addition to the site's proposed internal sidewalk network and connection to the municipal pedestrian facilities and TDM opportunities will encourage both tenants and visitors to consider alternative transportation modes to single occupant vehicle trips, with a resultant reduction in parking demand.

7.2 Site Specific TDM measures

Given the available active transportation and transit on adjacent roads and in proximity to the site, there are site specific TDM measures that can be implemented to capitalize on the TDM opportunities.

7.2.1 Infrastructure

Per the conceptual site plan, the following elements are expected to be provided:

- Internal sidewalks connecting the residents within the proposed development to pedestrian facilities on Nexus Avenue.

These infrastructure elements are expected to further encourage and promote active transportation at the site.

7.2.2 Education/Promotion and Incentives

The provision of up-to-date transit schedules and maps, and pedestrian connectivity maps for residents upon occupancy will educate them on the available opportunities for their trips aside from auto use. This increased awareness of convenient alternate transportation options has been historically shown to reduce SOV trips and is expected to provide similar benefit to the subject development. The landowner may consider providing transit incentives like pre-loaded PRESTO cards to residents upon occupancy to further encourage transit use.

7.3 Parking Reduction for TDM Measures

Given the existing and future TDM opportunities available to the site, as well as the site specific TDM measures, it is typical to reduce the overall parking requirements or peak parking demand forecast at the site to account for the proposed TDM measures.

Considering the potential for TDM parking reductions the proposed parking supply is adequate.

8.0 Conclusions

This letter has reviewed the parking supply for the proposed retirement community/building at 0 Nexus Avenue in the City of Brampton. The analyses contained within this letter has resulted in the following key findings:

- A retirement community with 47 retirement suites, 778.26 m² of ground floor commercial and a total of 58 parking spaces are proposed.
- The proposed parking supply for the ground floor commercial use is consistent with the site- specific Zoning By-law requirement of 35 spaces.
- When considering sharing of visitor and commercial parking, and the parking requirements of the most similar land use (Senior Citizen Residence) in the City of Brampton's Zoning By-law, the total parking requirement of 59 spaces results in a deficiency of only 1 space. From this perspective such a deficiency is not considered to result in operational issues given the existing/planned transit and the synergy of land uses with commercial parking abutting the site within a walkable distance. Layby parking (approximately 11 spaces) also exists on the east side of Nexus Avenue directly abutting the subject lands.
- Based on the average rate of other municipalities with similar land uses to the proposed retirement community, 16 parking spaces are required for the retirement community. the proposed parking supply of 23 spaces for the retirement community exceeds this requirement.

In addition to being located within a primary Major Transit Station Area (MTSA), considering that residential visitor and commercial parking spaces are shared given difference in peak demand periods to optimize the use of parking spaces, as well as forecast parking demand based on the average of 5 other municipalities' minimum requirement for the proposed retirement community, the proposed parking supply is expected to exceed the forecast parking demand.

Should you have any questions or require further information, please contact the undersigned.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.

Imaniboossejin
Masoud Imaniboossejin
Engineering Intern, Transportation

C.F. CROZIER & ASSOCIATES INC.

Michael Linton
Michael Linton, M.A.Sc., P.Eng., Associate
Senior Project Manager, Transportation

ML/MI
J:\2500\2509 - The Gore Plaza Inc.\6871 - 0 Nexus Avenue, Brampton\Reports\2023.11.15_ 0 Nexus Ave - Parking Justification Letter -(CROZIER).docx

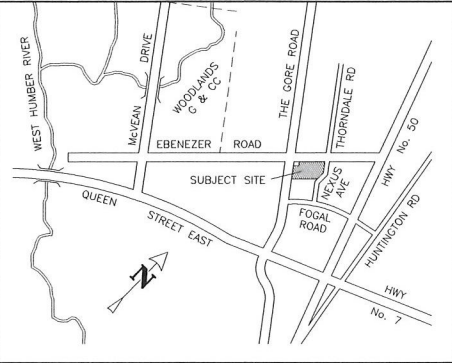
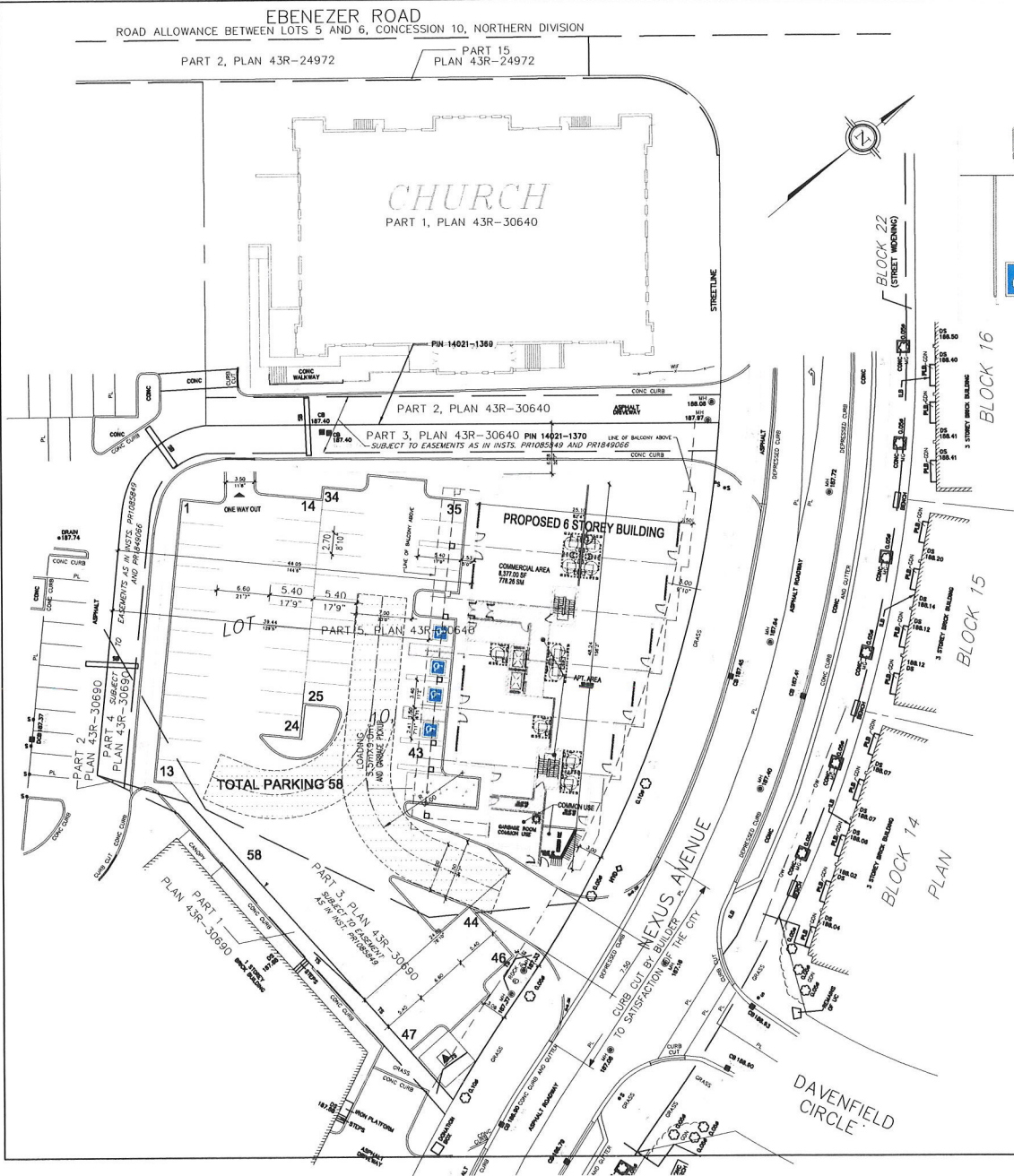
ATTACHMENTS

SITE PLAN

TRANSIT EXCERPTS

ZONING BY-LAW EXCERPTS

ATTACHMENTS



TOPOGRAPHIC SKETCH OF
PIN 14021-1370
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

LOT ANALYSIS

LOT AREA	4344.13	SM	46759.77	SF	100.00	%
LANDSCAPED AREA (INC. WALKS)	1301.71	SM	14011.50	SF	29.97	%
PAVED AREA (ASPHALT)	2080.87	SM	22398.27	SF	47.90	%
BUILDING AREA GROUND	961.55	SM	10350.00	SF	22.13	%
COVERAGE (EXCLUDING BALCONY)	1120.61	SM	12062.13	SF	25.79	%
COMMERCIAL 961.55 (-183.29 SM) =	778.26	SM				
TOTAL GROSS FLOOR AREA	6564.6	SM				
FLOOR SPACE INDEX	6564.6/4344.13=	1.51				
BUILDING HEIGHT	20.50	M				

COMMERCIAL	778.26/22 =	35.37	CARS
RESIDENTIAL UNITS 2ND FLOOR	91 x 0.75 =	6.75	CARS
RESIDENTIAL UNITS 3RD FLOOR	111 x 0.75 =	8.25	CARS
RESIDENTIAL UNITS 4TH FLOOR	111 x 0.75 =	8.25	CARS
RESIDENTIAL UNITS 5TH FLOOR	111 x 0.75 =	8.25	CARS
RESIDENTIAL UNITS 6TH FLOOR	51 x 0.75 =	3.75	CARS
TOTAL	47	70.62	CARS

PARKING REQUIRED	71	CARS
PARKING PROVIDED	58	CARS (INCLUDES 4 AODA)

FRONT SET BACK	=	3.00m
WEST SET BACK	=	6.28m
EAST SET BACK	=	24.02m
REAR SET BACK	=	44.05m
PARKING SPACE SIZE - NORMAL AODA	2.7 x 5.4	
	A 3.4x5.4+1.5 / B 2.4x5.4+1.5	
LOADING SPACE PROVIDED	1 SPACES 3.5M x 9.0M	

NOTE:
GARBAGE/REFUSE/RECYCLING AREA INSIDE THE BUILDING
IN TEMP. CONTROL GARBAGE ROOM
NEXT TO LOADING AREA
TYP MECH UNIT
(SCREENED BY PERIMETER PARAPET)

ISSUED COA



#	DATE
1	REVISED # OF UNITS AND PARKING 20.05.23
2	ADDED DIM. OF LAND AT PARKING 20.08.23
3	REVISED # OF UNITS AND PARKING 20.11.23



ALL DIMENSIONS AND SPECIFICATIONS ARE THE PROPERTY OF ARCHITECTURAL DESIGN INC. AND SHALL BE REPRODUCED WITHOUT THE APPROVAL OF ARCHITECTURAL DESIGN INC. ALL DIMENSIONS SHALL BE IN METERS AND SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER. ALL DIMENSIONS MUST NOT BE SCALED.

ARCHITECTURAL
DESIGN INC.
50 PENNSYLVANIA AVE.
UNIT 1
CONCORD, ONT. L4V 3V9
TEL: 905 660-3333
FAX: 905 660-9419

PROJECT
PROPOSED DEVELOPMENT
FOR THE GORE PLAZA INC.
AT NEXUS AVENUE
CITY OF BRAMPTON

DRAWING
SITE PLAN

DATE	NOV '23	PROJECT NO	21-035
DRAWN	L.A.	DRAWING NO	A-1
CHECKED			

Table 6.A(1) Residential Parking Requirements

Use or Purpose	Minimum Number of Parking Spaces Required
Accessory Apartment	1 space in addition to the requirements of the principal dwelling unit.
Apartment Building	1.25 spaces per dwelling unit plus 0.25 spaces per dwelling unit dedicated for visitors parking.
Bed and Breakfast Establishment	2 spaces per principal dwelling unit plus 1 space per guest room with tandem parking only permitted for the principal dwelling unit.
Block Townhouse Dwelling	Minimum Number of Parking Spaces Required
With an integral garage and related driveway	2 spaces per dwelling unit plus 0.25 spaces per dwelling unit dedicated for visitors parking.
Without an integral garage and related driveway	1.75 spaces per dwelling unit plus 0.25 spaces per dwelling unit dedicated for visitors parking.
Boarding and Lodging House	1 space per dwelling plus 0.5 spaces per lodging unit.
Crisis Residence Group Home	2 spaces per dwelling unit plus 1 space per 3 residents or portion thereof.
Dwelling units contained within a building not specifically mentioned such as a converted dwelling or a dwelling unit situated in a portion of a non-residential building	1.25 spaces per dwelling unit.
Fourplex Dwelling Semi Detached Duplex Dwelling Triplex Dwelling	1.5 spaces per dwelling unit.
Long Term Care Home	0.33 spaces per bed.
Retirement Home	0.40 spaces per dwelling unit plus 0.2 spaces per dwelling unit dedicated for visitors parking.
Seniors Apartment Building	0.25 spaces per dwelling unit plus 0.25 spaces per dwelling unit dedicated for visitors parking.
Single Detached Dwelling Semi Detached Dwelling Link Dwelling Duplex Dwelling Street Townhouse Dwelling	2 spaces per dwelling unit.

TYPE OF USE	MINIMUM NUMBER OF PARKING SPACES
Restaurant, Queen-Picton Commercial Zone (as amended by 4316AD-12)	1 per 18.5 m ² GFLA
Restaurant, Outdoor Patio	1 per 30 m ² GFLA of outdoor patio area in addition to the requirements for a restaurant or take out restaurant
Restaurant, Take-Out	1 per 9 m ² GFLA or 15 spaces, whichever is greater
Retail Sales, Service and Rental Establishment	1 per 18.5 m ² GFLA
Service Establishment	1 per 18.5 m ² GFLA
Shopping Centre	1 per 18.5 m ² GFLA
Transportation Terminal, Trucking Operation	1 per 100 m ² GFLA
Veterinary Clinic, Animal Hospital or Veterinary Office	1 per 45 m ² GFLA
Warehouse	1 per 150 m ² GFLA

TABLE 6-5: RESIDENTIAL PARKING RATIOS

TYPE OF USE	MINIMUM NUMBER OF PARKING SPACES
Apartment Building	1 per unit
Apartment Building - Senior Citizen	1 per 4 units
Bed and Breakfast Establishment	1 per guest room, plus one for each vehicle operated by the licensee and residents of the bed and breakfast establishment.
Dwelling, Converted	1 per unit
Dwelling, Quadraplex, Double Duplex or a Row Dwelling	1.5 per unit, except that a row dwelling (townhouse) on a public street shall require 2 parking spaces per unit (as amended by 4316Y-12)
Dwelling, Semi-Detached or Duplex	2 per unit
Dwelling, Single Detached	2 per unit
Dwelling, Townhouse	2 per unit
Dwelling, Triplex	1.5 per unit
Group Home	1 per staff member plus 1 visitor parking space for group homes having up to 6 residents and 2 visitor parking spaces for group homes having more than 6 residents
Home Occupation, Home Profession and Home Industry	1 per 28 m ² GFLA devoted to the home occupation, home profession or home industry, plus the parking required for the dwelling
Lodging House	1 per guest room plus 1 for the proprietor

Table 39.3B - Residential Parking Requirements

Use or Purpose	Minimum Number of Parking Spaces Required
Accessory Apartment – pursuant to Article 5.12.2 (89-2014, 66-2023)	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling (89-2014, 66-2023)
Any building not specifically mentioned containing 3 or more dwelling units	1 per dwelling unit plus 0.33 per dwelling unit for visitors
Apartment building - condominium	1.45 per dwelling unit plus 0.3 per dwelling unit for visitors
Apartment building - rental, except senior citizens apartment building	1 per dwelling unit plus 0.33 per dwelling unit for visitors
Bed and breakfast establishment	2 parking spaces plus 1 parking space for each bedroom which is available to travelers (17-1999)
Block townhouse - condominium including a block townhouse tied to a common elements condominium	1.65 per dwelling unit plus 0.35 per dwelling unit for visitors (90-2011)
Block townhouse - rental	1.25 per dwelling unit plus 0.35 per dwelling unit for visitors
Duplex	1 per dwelling unit
Flat or dwelling unit other than those listed in this table	1 per dwelling unit
Group home, including correction group home	1 parking space for every 3 residents
Lodging house	0.5 spaces for every lodging unit plus 1 parking space if the lodging house also contains a separate dwelling unit (62-2000)
Nursing home, Long Term Care Facility or crisis care residence (69-2019)	1 parking space for every 4 beds (66-1998, 138-2008)
Retirement home	0.38 parking spaces for every suite in a retirement home (138-2008)
Semi-detached building	4 parking spaces per building
Semi-detached dwelling	2 per dwelling unit
Senior citizens apartment building	0.5 per dwelling unit
Single detached dwelling	2 per dwelling unit

Except as otherwise provided herein, the owner or occupant of any lot, building or structure used or erected for any of the purposes set forth in this Subsection, shall provide and maintain, for the sole use of the owner, occupant or other persons entering upon or making use of the said lot, building or structure from time to time, parking spaces in accordance with the provisions of this Subsection. Unless otherwise specified, the standards are expressed in one space per square metre of Gross Floor Area (GFA). For the purpose of this Section, existing shall mean as of January 1, 1987.

a) Residential Development

Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:

Residential Unit Type	Minimum Parking Requirement
Single Detached and Semi-Detached	1 per unit
Townhouse, Cluster	1 per unit
Townhouse, Street	1 per unit
Townhouse, Stacked	0.5 per unit
Apartment	0.5 per unit
Duplex	0.5 per unit
Triplex	0.5 per unit
Fourplex	0.5 per unit
Converted Dwelling or Conversions of Existing Buildings to Residential Units	0.5 per unit
Senior Citizen Apartment Building	0.125 per unit
Handicapped Persons Apartment Building	0.125 per unit
Lodging House	0.125 per unit

b) Non-Residential Development

Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:

Non-Residential Uses	Minimum Parking Requirement
Tier 1: Restaurant, Restaurant (Fast-Food Drive-in, Take-Out), Tavern	1 per 20 m ² gross floor area
Tier 2: Amusement Game Establishment, Automobile Repair Garage Establishment, Clinic and Outpatient Clinic, Clinic (Methadone), Liquor Beer and Wine Store, Patient Testing Laboratory, Personal Service Establishment, Taxi Establishment	1 per 30 m ² gross floor area

TABLE 5.14

	USE	PARKING STANDARD
A.	RESIDENTIAL	
i)	Single detached, semi-detached duplex, quadruplex or street townhouse dwelling	2 parking spaces per dwelling unit
ii)	Block townhouse, multiple or apartment dwellings	2.25 parking spaces per dwelling unit of which 0.25 parking spaces per dwelling unit shall be for visitor parking
iii)	Senior citizens' dwellings	0.33 parking spaces per dwelling unit of which 20% shall be for visitor parking
B.	COMMERCIAL	
i)	A shopping centre which is less than or equal to 37,000 m ² of gross leasable floor area (see notes #1 and #6 below at the end of Table 5.14)	4.3 parking spaces per 100 m ² of gross leasable floor area
ii)	A shopping centre which is greater than 37,000 m ² of gross leasable floor area (see notes #1 and #6 below at the end of Table 5.14)	5.4 parking spaces per 100 m ² of gross leasable floor area
iii)	An enclosed shopping centre within a Neighbourhood Commercial Zone. (see notes #4, #5 and #6 below at the end of Table 5.14)	Ten and forty five one hundredths (10.45) parking spaces per 100 m ² of gross leasable floor area.
iv)	An enclosed shopping centre within a Community Commercial Zone. (see notes #4, #5 and #6 below at the end of Table 5.14)	Eight and nineteen hundredths (8.19) parking spaces per 100 m ² of gross leasable floor area.
v)	Office (see note #2 below at end of Table 5.14)	3.2 parking spaces per 100 m ² of gross floor area



For Office Use Only
(to be inserted by the Secretary-Treasurer
after application is deemed complete)

FILE NUMBER: A18-011
AMENDED

The Personal Information collected on this form is collected pursuant to section 45 of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, City of Brampton.

APPLICATION
Minor Variance or Special Permission
(Please read Instructions)

NOTE: It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law **270-2004**.

1. **Name of Owner(s)** The Gore Paza Inc.
Address 4515 Ebenezer Road, Suite 210, Brampton, Ont. L6P 2K7

Phone # 416-995-0159 **Fax #** _____
Email pritsingh@rogers.com

2. **Name of Agent** Clare Riepma
Address 220 Kempenfelt Drive, Barrie, Ontario L4M 1C4

Phone # 416-346-8258 **Fax #** _____
Email riepma@riepma.ca

3. **Nature and extent of relief applied for (variances requested):**
1) reduction in parking requirement from 144 spaces to 127 spaces
2) Reduce front yard setback from 6m to 3m
3) permission to permit senior's apartments instead of a retiremnet home (Section 45 (2) b) of the Planning Act)

4. **Why is it not possible to comply with the provisions of the by-law?**
1) The application is to create apartments for seniors who have a much lower rate of car ownership. 2) While some support can be made available, it is expected that the seniors moving into this building will not require the extensive assistance as is contemplated by the retirement home definition currently in place. This use conforms to the use permitted in the bylaw. 3) Reduction of front yard setback to provide a stronger urban presence on the road.

5. **Legal Description of the subject land:**
Lot Number Part lot 5
Plan Number/Concession Number Con 10 ND
Municipal Address 0 Nexus Ave

6. **Dimension of subject land (in metric units)**
Frontage 90.45m
Depth 53m varies
Area 4344 sq. m

7. **Access to the subject land is by:**
Provincial Highway ☐ **Seasonal Road** ☐
Municipal Road Maintained All Year ☒ **Other Public Road** ☐
Private Right-of-Way ☐ **Water** ☐

8. Particulars of all buildings and structures on or proposed for the subject land: (specify in metric units ground floor area, gross floor area, number of storeys, width, length, height, etc., where possible)

EXISTING BUILDINGS/STRUCTURES on the subject land: List all structures (dwelling, shed, gazebo, etc.)

Vacant land
Place of Worship to the north
Commercial/office plaza to south and west
Three storey residential with ground floor commercial to the east

PROPOSED BUILDINGS/STRUCTURES on the subject land:

5 storey building with ground floor commercial, second floor office and upper three floors apartments geared to seniors
Gross floor area of building approximately 4,060 sq. m.

9. Location of all buildings and structures on or proposed for the subject lands: (specify distance from side, rear and front lot lines in metric units)

EXISTING

Front yard setback	<u>N/A</u>
Rear yard setback	<u>N/A</u>
Side yard setback	<u>N/A</u>
Side yard setback	<u>N/A</u>

PROPOSED

Front yard setback	<u>3m</u>
Rear yard setback	<u>40.27m</u>
Side yard setback	<u>6.44m</u>
Side yard setback	<u>12.87m</u>

10. Date of Acquisition of subject land: 2003
11. Existing uses of subject property: Vacant
12. Proposed uses of subject property: Five storey building with ground floor commercial, second floor offices and 19 apartments
13. Existing uses of abutting properties: Commercial plaza, Place of worship, three storey residential with ground floor commercial
14. Date of construction of all buildings & structures on subject land: Vacant
15. Length of time the existing uses of the subject property have been continued: Vacant

16. (a) What water supply is existing/proposed?
- | | | |
|-----------|-------------------------------------|-----------------------|
| Municipal | <input checked="" type="checkbox"/> | Other (specify) _____ |
| Well | <input type="checkbox"/> | |
- (b) What sewage disposal is/will be provided?
- | | | |
|-----------|-------------------------------------|-----------------------|
| Municipal | <input checked="" type="checkbox"/> | Other (specify) _____ |
| Septic | <input type="checkbox"/> | |
- (c) What storm drainage system is existing/proposed?
- | | | |
|---------|-------------------------------------|-----------------------|
| Sewers | <input checked="" type="checkbox"/> | Other (specify) _____ |
| Ditches | <input type="checkbox"/> | |
| Swales | <input type="checkbox"/> | |

17. Is the subject property the subject of an application under the Planning Act, for approval of a plan of subdivision or consent?

Yes ☐ No ☒

If answer is yes, provide details: File # _____ Status _____

18. Has a pre-consultation application been filed?

Yes ☐ No ☒

19. Has the subject property ever been the subject of an application for minor variance?

Yes ☒ No ☐ Unknown ☐

If answer is yes, provide details:

File # A08-111	Decision Approved	Relief permit 11 storey residential building
File # _____	Decision _____	Relief _____
File # _____	Decision _____	Relief _____

Signature of Applicant(s) or Authorized Agent

DATED AT THE City _____ OF Barrie _____

THIS 11 DAY OF DEC, 2020

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

I, Clare Riepma _____, OF THE City _____ OF Barrie _____

IN THE County _____ OF Simcoe _____ SOLEMNLY DECLARE THAT:

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT THE

City _____ OF Barrie _____

IN THE County _____ OF _____

Simcoe THIS 11 DAY OF

Dec, 2020

Signature of Applicant or Authorized Agent

Karin Anne Jacoby-Johnstone, a
Commissioner, etc., Province of Ontario,
for Jacoby Arkell Professional Corporation,
Barristers and Solicitors.
Expires June 11, 2021.

A Commissioner etc.

Submit by Email

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: _____

This application has been reviewed with respect to the variances required and the results of the said review are outlined on the attached checklist.

Signature of Zoning Officer

Zoning Officer

December 18, 2020

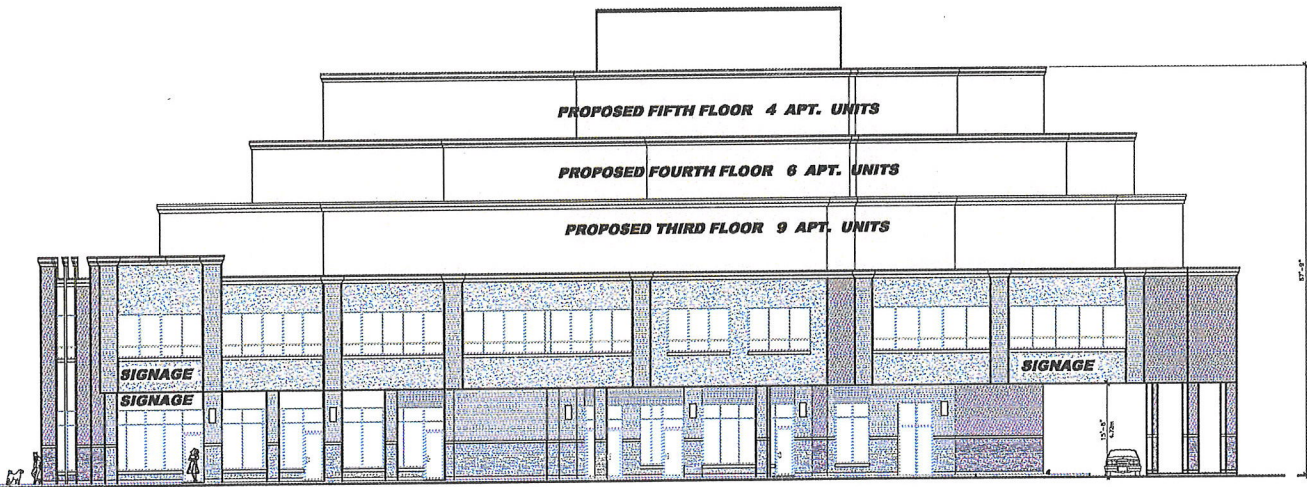
Date

DATE RECEIVED December 14, 2020

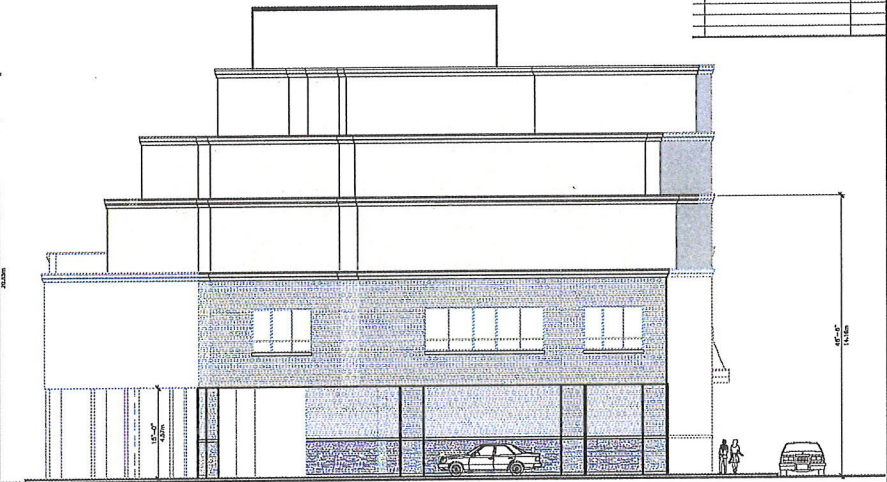
Date Application Deemed Complete by the Municipality December 18, 2020

Revised 2020/01/07

REVISIONS	
#	DATE



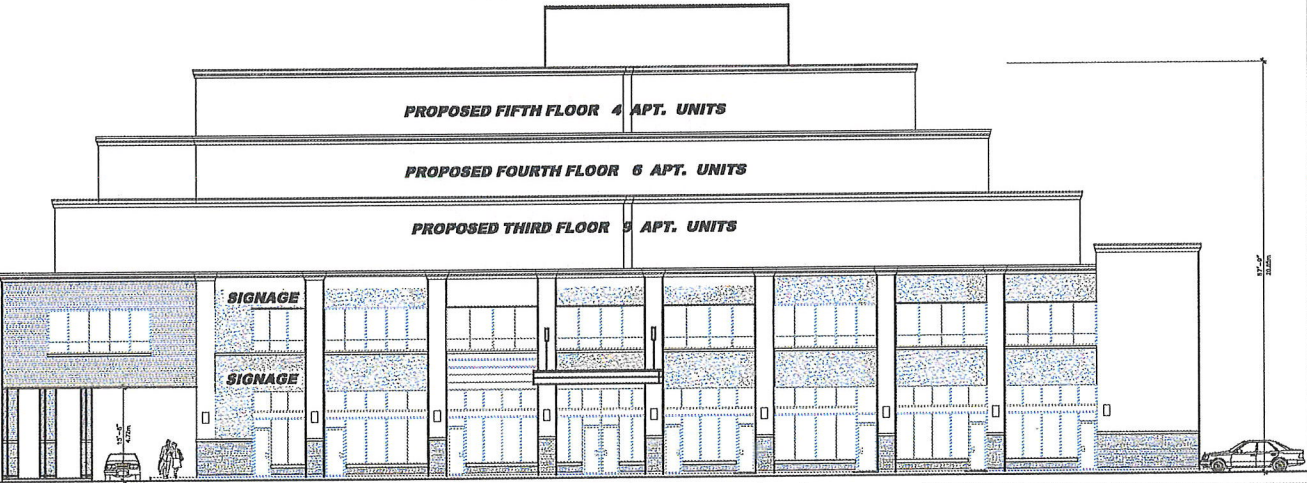
WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION

ONTARIO ASSOCIATION OF ARCHITECTS
LED AERAMA
LUDICE
7561

ALL DRAWINGS & SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND CANNOT BE USED OR REPRODUCED WITHOUT HIS APPROVAL.
THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT IMMEDIATELY.
ALL DIMENSIONS MUST NOT BE SCALED.

PROJECT

PROPOSED DEVELOPMENT
FOR THE GORE PLAZA INC.
AT: NEXUS AVENUE
CITY OF BRAMPTON

DRAWING

ELEVATIONS

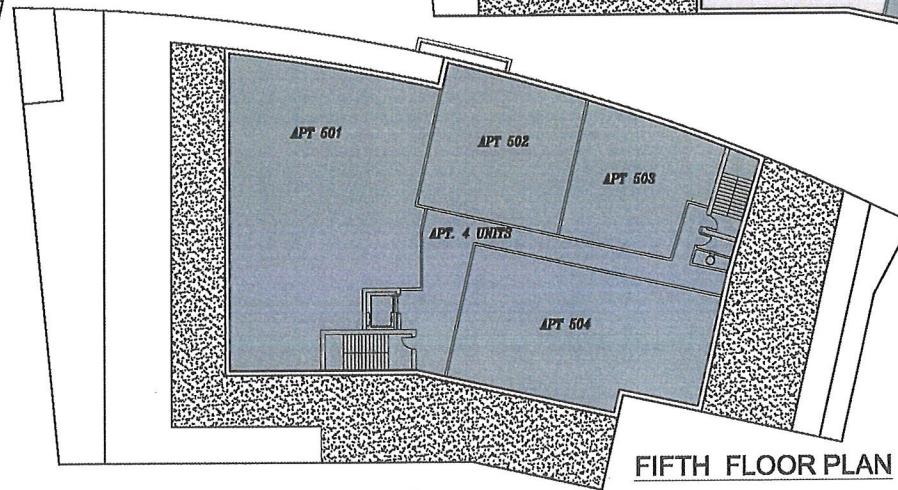
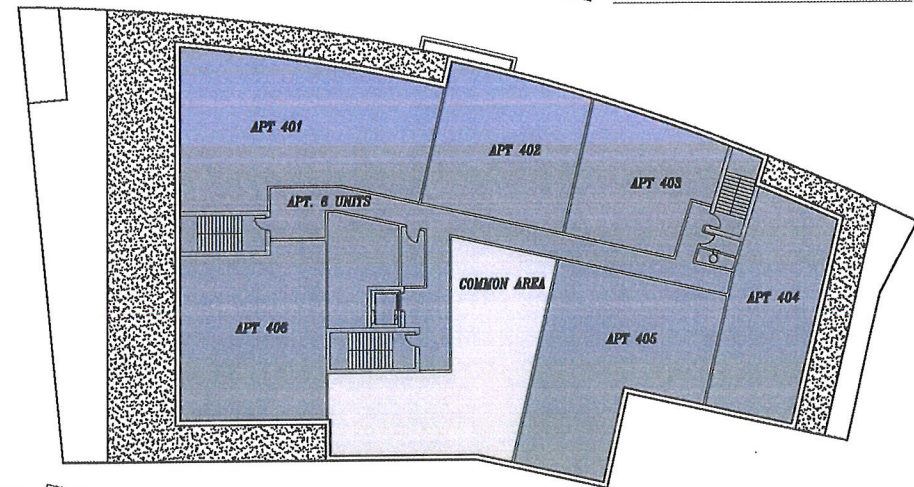
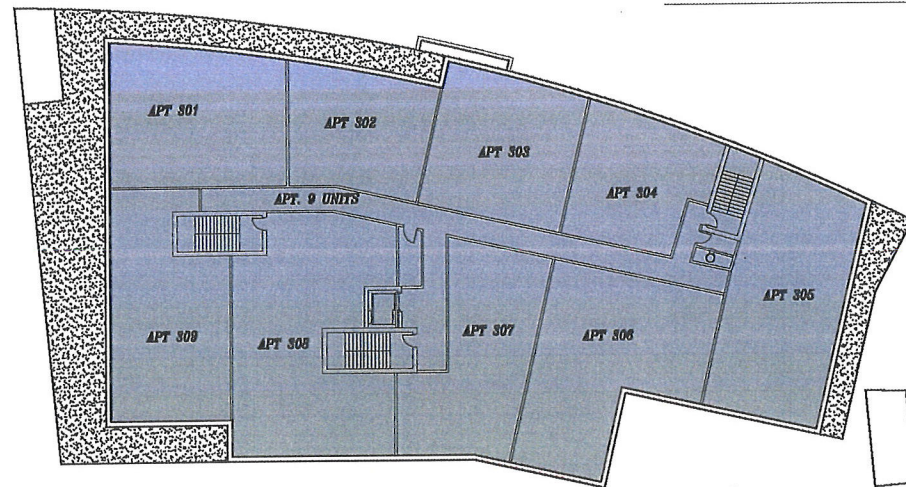
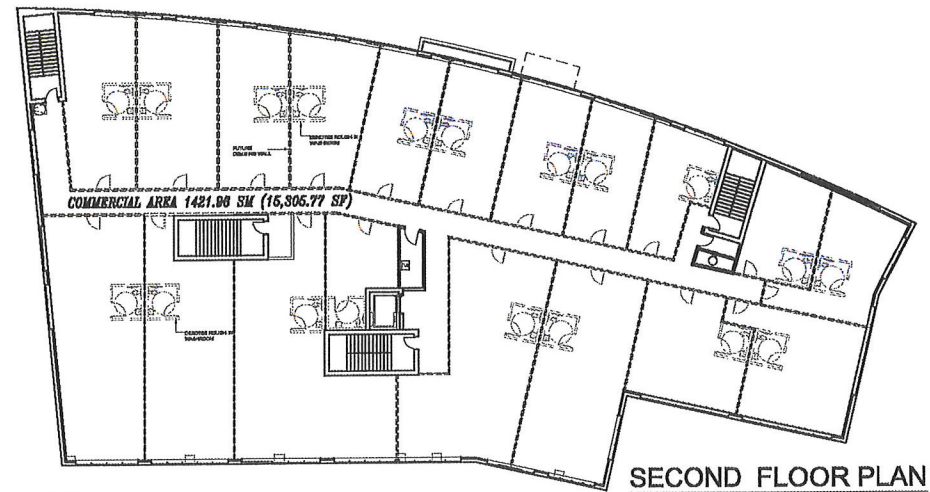
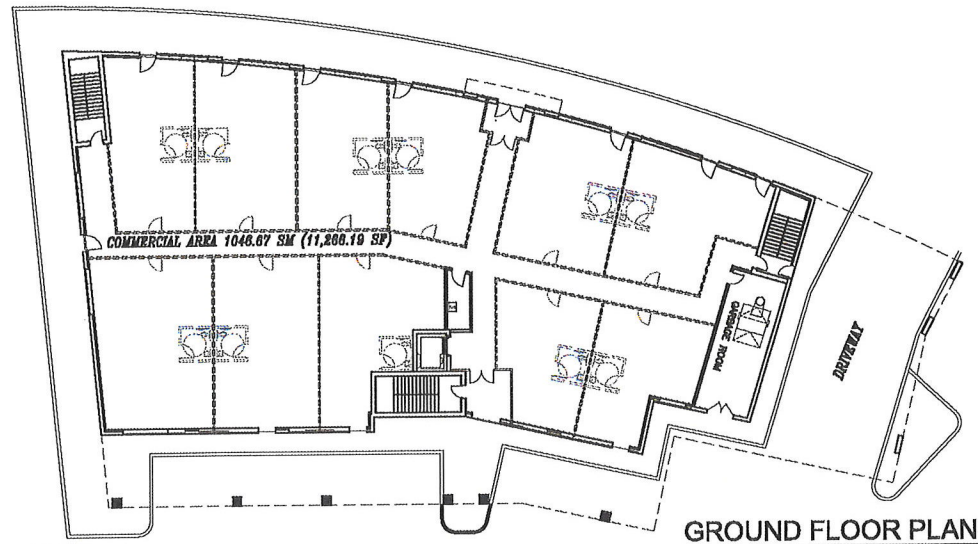
DATE OCT '20
DRAWN L.A.
CHECKED
SCALE 3/32"=1'-0"

PROJECT NO
19-073
DRAWING NO
A-3

ARCHITECTURAL DESIGN INC.

56 PENNSYLVANIA AVE.
UNIT 1
CONCORD, ONT. L4K 3V9
TEL 905 660-9593
FAX 905 660-9419

DRAFT
FOR DISCUSSION
PURPOSES ONLY



DRAFT
FOR DISCUSSION
PURPOSES ONLY

<p>ALL DRAWINGS & SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND CANNOT BE USED OR REPRODUCED WITHOUT HER APPROVAL.</p> <p>THE EXISTING CONDITION SHALL BE VERIFIED AND REPORTED TO THE ARCHITECT.</p> <p>ALL DRAWINGS MUST NOT BE SCALED.</p>	<p>PROJECT</p> <p>PROPOSED DEVELOPMENT</p> <p>FOR: THE GORE PLAZA INC.</p> <p>AT: NEXUS AVENUE</p> <p>CITY OF BRAMPTON</p>	
	<p>DRAWING</p> <p>ELEVATIONS</p>	
	<p>DATE</p> <p>OCT '20</p>	<p>PROJECT NO</p> <p>19-073</p>
	<p>DRAWN</p> <p>L.A.</p>	<p>DRAWING NO</p> <p>A-2</p>
<p>ARCHITECTURAL</p> <p>DESIGN INC.</p> <p>56 PENNSYLVANIA AVE.</p> <p>UNIT 1</p> <p>CONCORD, ONT. L4K 3V9</p> <p>TEL 905 660-9333</p> <p>FAX 905 660-9419</p>		<p>CHECKED</p> <p>SCALE</p> <p>N.T.S.</p>



Committee of Adjustment

HEARING DATE JANUARY 11, 2005

SECRETARY-TREASURER
COMMITTEE OF ADJUSTMENT

Flower City



brampton.ca

Brampton

Notice of Decision

Committee of Adjustment

FILE NUMBER A08-111

HEARING DATE JULY 15, 2008

APPLICATION MADE BY THE GORE PLAZA INC.

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT; ZONING BY-LAW 270-2004 AND AN APPLICATION FOR MINOR VARIANCE OR SPECIAL PERMISSION FOR A BUILDING HEIGHT OF ELEVEN (11) STOREYS FOR A RETIREMENT RESIDENCE;

(4555 EBENEZER ROAD – PART OF LOT 5, CONC. 10 N.D)

THE REQUEST IS HEREBY APPROVED SUBJECT TO THE FOLLOWING CONDITIONS
(APPROVAL IS GRANTED SUBJECT TO A BUILDING PERMIT BEING ISSUED BY THE CITY OF BRAMPTON WHERE REQUIRED)

1. The applicant shall provide elevation drawings to the satisfaction of the Commissioner of Planning, Design and Development showing the building material and architectural articulation, to amongst other things, minimize the appearance of the eleven (11) storey building.

REASONS:

This decision reflects that in the opinion of the Committee:

1. The variance authorized is desirable for the appropriate development or use of the land, building, or structure referred to in the application, and
2. The general intent and purpose of the zoning by-law and the City of Brampton Official Plan are maintained and the variance is minor.

MOVED BY: K. BOKOR

SECONDED BY: J. MASSEY-SINGH

SIGNATURE OF CHAIR OF MEETING: _____

WE THE UNDERSIGNED HEREBY CONCUR IN THE DECISION

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

DATED THIS 15TH DAY OF JULY, 2008

NOTICE IS HEREBY GIVEN THAT THE LAST DAY FOR APPEALING THIS DECISION TO THE ONTARIO MUNICIPAL BOARD WILL BE AUGUST 5TH, 2008.

I, EILEEN COLLIE, SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT CERTIFY THAT THE FOREGOING IS A CORRECT COPY OF THE DECISION OF THE COMMITTEE WITH RESPECT TO THE ABOVE APPLICATION.

Notice of Decision

Committee of Adjustment

FILE NUMBER A08/031

HEARING DATE FEBRUARY 19, 2008

APPLICATION MADE BY THE GORE PLAZA INC.

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT; ZONING BY-LAW 270-2004 AND AN APPLICATION FOR MINOR VARIANCE OR SPECIAL PERMISSION TO ALLOW THE FOLLOWING VARIANCES ASSOCIATED WITH DEVELOPMENT OF THE SITE FOR A RELIGIOUS INSTITUTION AND RETIREMENT RESIDENCE:

1. To allow a lot area of 0.24ha;
2. To allow a front yard setback of 4.5m;
3. To allow a rear yard setback 4.5m;
4. To allow an exterior side yard setback of 4.5m;
5. To allow an interior side yard setback of 4.5m;
6. To allow an underground parking structure setback of 0.0m;
7. To allow a Floor Space Index of 2.75 for the Retirement Residence and 1.3 for the Religious Institution;
8. To provide a total of 673 parking spaces;
9. To provide landscaping in 25% of the site area;
10. To allow fencing in the front yard;

(4545 & 4555 EBENEZER ROAD – PART OF LOT 5, CONC. 10 N.D.)

THE REQUEST IS HEREBY APPROVED
(APPROVAL IS GRANTED SUBJECT TO A BUILDING PERMIT BEING ISSUED BY THE CITY OF BRAMPTON WHERE REQUIRED)

REASONS:

This decision reflects that in the opinion of the Committee:

1. The variance authorized is desirable for the appropriate development or use of the land, building, or structure referred to in the application, and
2. The general intent and purpose of the zoning by-law and the City of Brampton Official Plan are maintained and the variance is minor.

MOVED BY: P. S. CHAHAL

SECONDED BY: R. NURSE

SIGNATURE OF CHAIR OF MEETING: 

WE THE UNDERSIGNED HEREBY CONCUR IN THE DECISION


MEMBER


MEMBER


MEMBER

H Nurse
MEMBER

MEMBER