



BRAMPTON
Flower City



Discussion on the Preservation and Potential of

Historic Downtown Brampton

Proposed Park Street Development

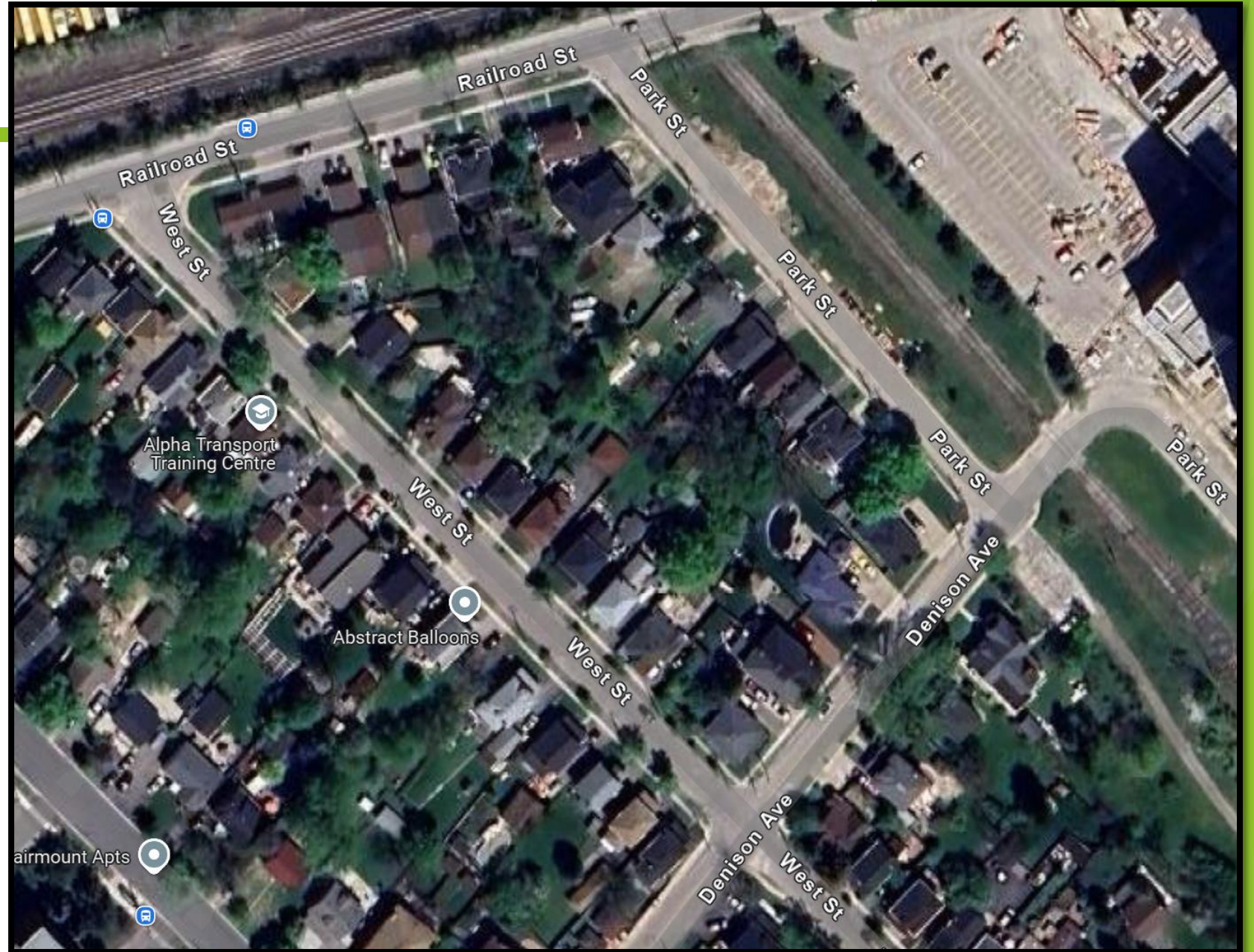
Presented by:
Adam Croutch

► About me...

- Moved to West Street Neighbourhood in 2015
- Currently live at [REDACTED] ►.
- Built in 1903.
- Background in Architecture
 - Currently working as a PM for a Condo Developer in Downtown Toronto



About me...



About me..



► About me..





PARK STREET PROPOSED DEVELOPMENT

I HAVE SOME CONCERNS...

- CHARACTER OF HISTORIC NEIGHBOURHOOD IGNORED
- CONTRARY TO BYLAWS AND URBAN DESIGN GUIDELINES
- OVERLY INTENSIVE CONSTRUCTION IN A QUIET RESIDENTIAL NEIGHBOURHOOD
- INCREASED VEHICLE TRAFFIC
- REMOVAL OF MATURE TREE CANOPY
- WEAK JUSTIFICATION FOR PROJECT



HISTORIC NEIGHBOURHOOD IGNORED WEST STREET NEIGHBOURHOOD

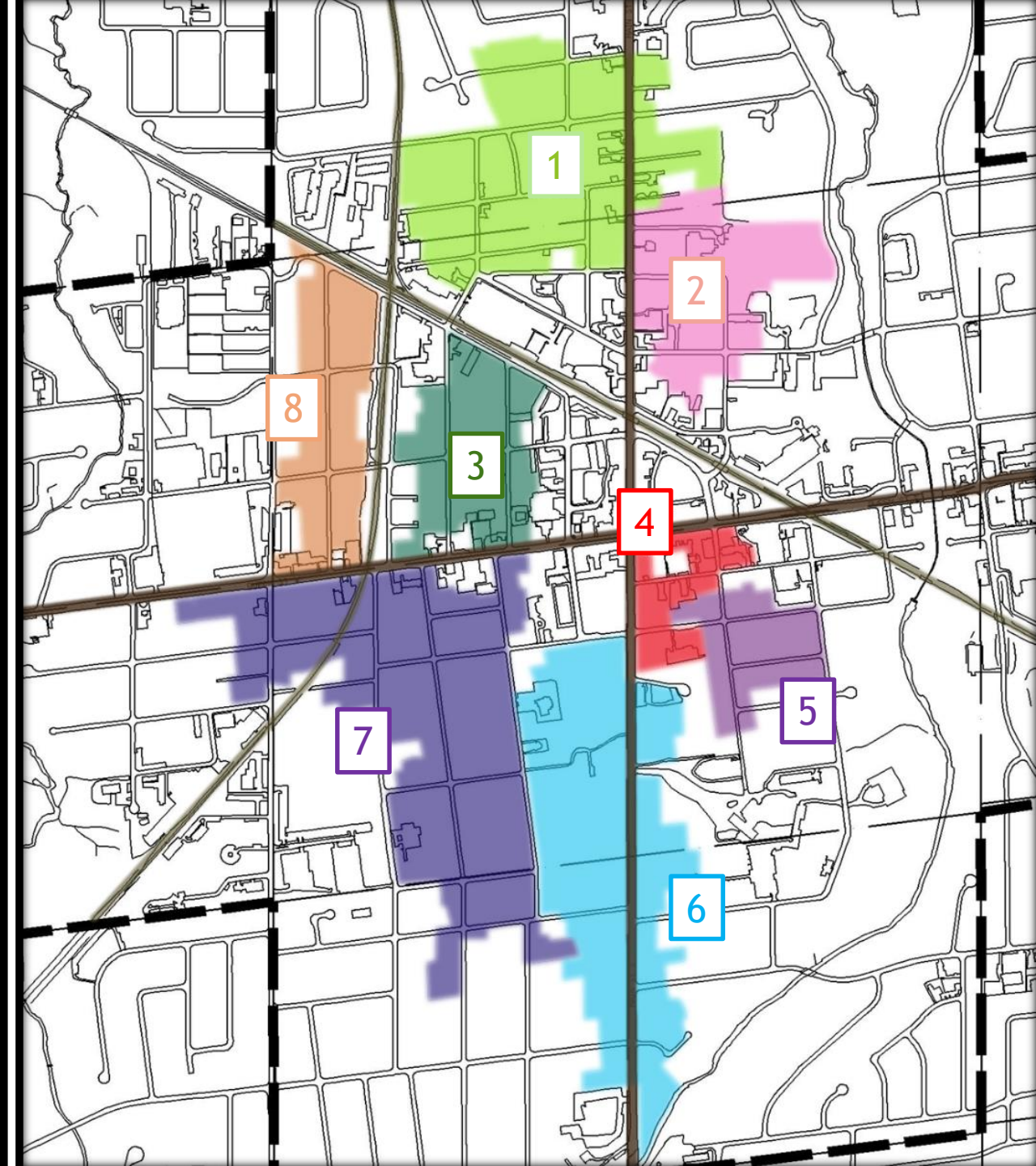
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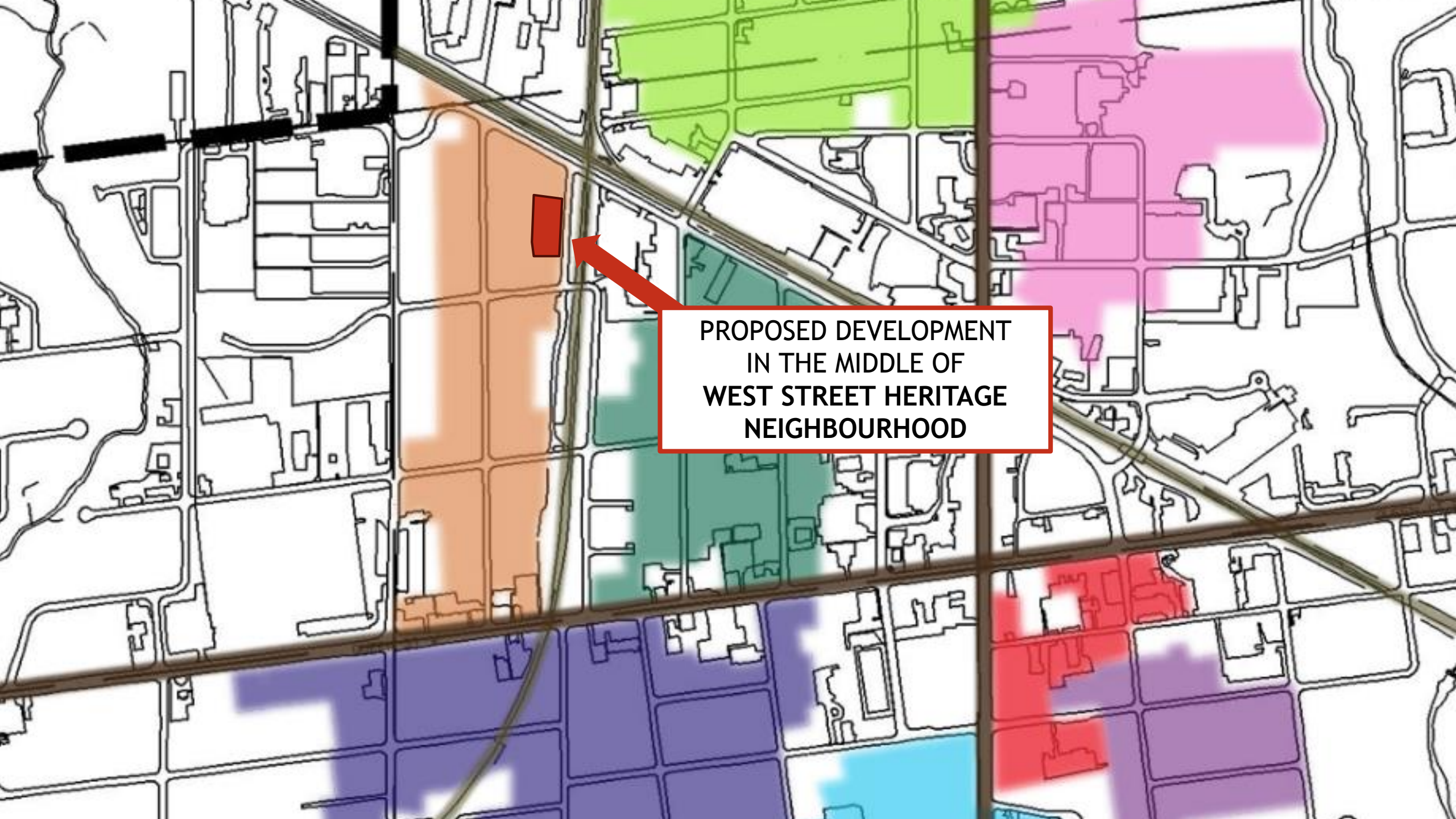
Scale: 100 Feet to 1 Inch.
0' 50' 100' 200' 300 Feet.
NB. Veneered Buildings are colored

(No. 41...)

In 2009, City Council requested a study to determine the appropriateness and merits of establishing heritage conservation districts in Downtown Brampton. Eight districts were identified.

1. Washington Block and Area Neighbourhood
2. Central School Neighbourhood
3. Nelson Street West Neighbourhood
4. Civic, Religious and Commercial Heart of Old Brampton
5. Neighbourhood Near the Courthouse
6. Main Street South Neighbourhood
7. Elliott Lands Neighbourhood
8. West Street Neighbourhood





PROPOSED DEVELOPMENT
IN THE MIDDLE OF
WEST STREET HERITAGE
NEIGHBOURHOOD

“there are significant conflicts between the prevailing architectural form and the land use designations in the Downtown Brampton Secondary Plan.

The land use designations put pressure on six of the areas to redevelop, with the **likely result that the surviving architectural and landscape character in much of Downtown Brampton would fracture incrementally over time.”**

2009 Heritage Conservation District Feasibility Study for the Establishment of Heritage Conservation Districts in Downtown Brampton

“The study areas comprise almost all of the intact townscape of relatively small old Brampton, and **their diminution or loss would have disastrous effects on downtown character**”

2009 Heritage Conservation District Feasibility Study for the Establishment of Heritage Conservation Districts in Downtown Brampton

“redevelopment planned for Downtown Brampton should be reviewed **in favour of directing redevelopment away from the greatest part of the seven residential areas.**”

2009 Heritage Conservation District Feasibility Study for the Establishment of Heritage Conservation Districts in Downtown Brampton

The Proposal makes mention of the **2009 Heritage Conservation District Feasibility Study**, but only to say that 59 Railroad Street and 63 Railroad street will not be affected since they are not directly being demolished.

To further illustrate this point, their provided **Planning Justification Report** suggests that the entire north end of the West Street Neighbourhood should be demolished and replaced with hi-rise condo towers.

This shows a complete lack of understanding of both the report and historical value of the neighbourhood.

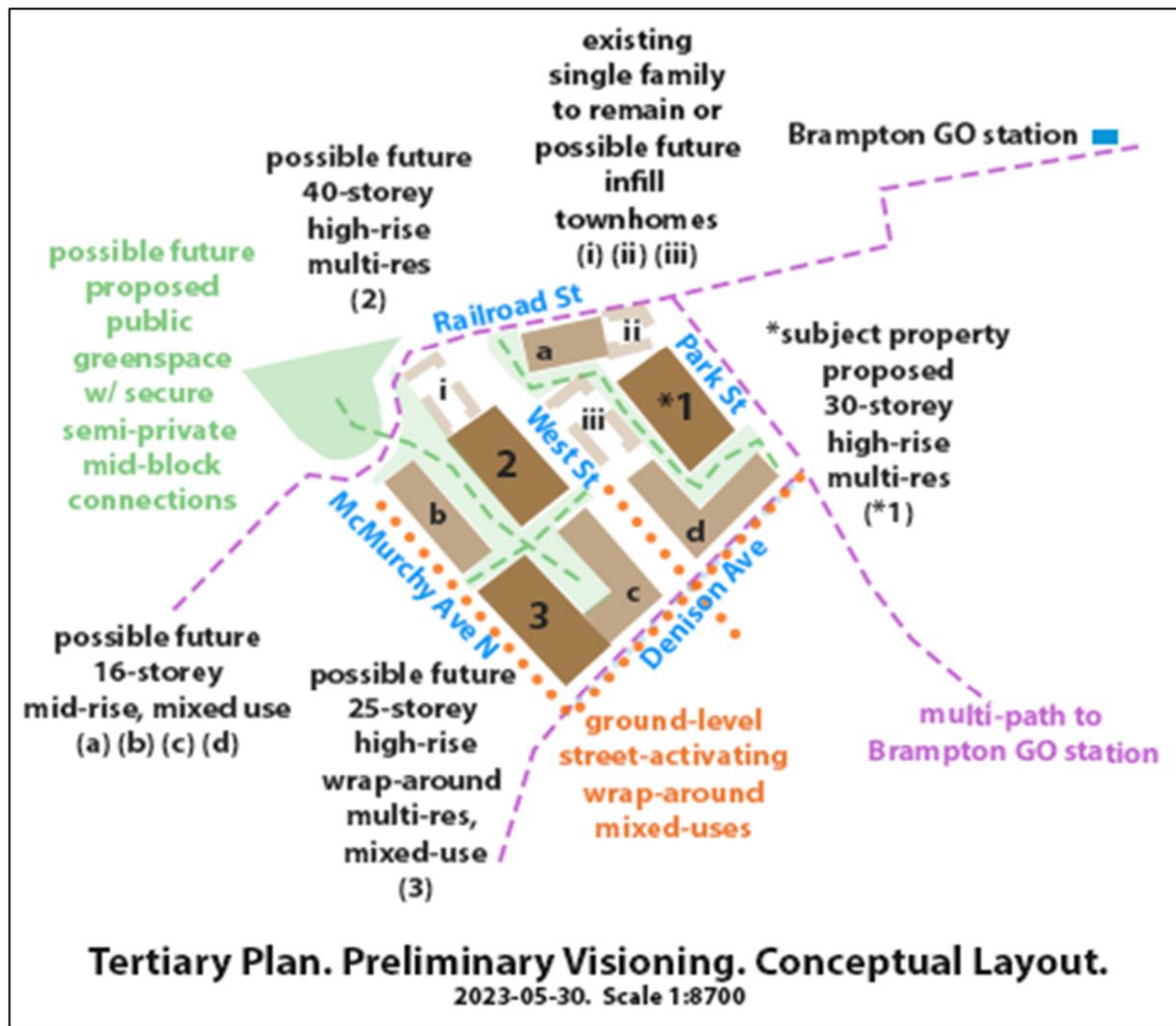


Figure 15 - Preliminary Visioning Conceptual Plan, Tertiary Plan

Source: EXP Services Inc

PLANNING COMMENTS IGNORED

Policy 4.11.3.2.3 stipulates that unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation. An Official Plan Amendment is not required.		Planner		An Amendment to the Secondary Plan is required. The proposed development has been extensively pre-consulted with municipal personnel and is representative of a compatible development with appropriate scale, massing, height and setbacks including appropriate architectural form and materials.
The subject lands are designated 'Medium Density' in the Downtown Brampton Secondary Plan (Area 7). According to the Secondary Plan, Medium Density Lands on Schedule SP7(a) shall be developed to a maximum of 50 units per net residential hectare (15 to 20 units per net residential acre). Typical residential uses associated with the Medium Density designation include block townhouse, street townhouse, quattrplexes and interlot housing types. The proposed apartment building with a density of 1162 units/net hectare does not conform to Policy. An amendment to the Secondary Plan is required to permit the proposed built form and density.		Planner		Noted. An Amendment to the Secondary Plan is proposed and Draft Amendment included with this submission which seeks to implement the proposed development of the Subject Lands.
<u>Zoning By-law:</u>				
The subject lands are zoned 'R2B (1) which allows singles and semis, but does not allow an apartment building. An amendment to the Zoning By-law is required to facilitate the development of lands for an apartment building.		Planner		Noted. A site-specific Zoning By-law Amendment is proposed and included with this submission.
<u>Planning Considerations:</u>				
The subject lands are located within an existing low-density residential neighbourhood. The proposed built form design should include an appropriate transition to this context in terms of height, massing and built form to ensure light, view and privacy are maintained, and the proposed development harmoniously integrates with the surrounding area. While staff generally support intensification in this area, the proposal does represent a change in vision for this areas as compared to the existing planning framework. Staff would like to work with the applicant collaboratively to identify the right level of intensification / built form and list some of the factors that will play into this, e. g integration with existing neighborhood, potential future uses in the block, and coordination with the ongoing policy.		Planner		The proposed design represents an appropriate form of development for the evolving context of the immediate area and proposes appropriate height, massing and built form which was extensively pre-consulted on, with the City.

PLANNING COMMENTS IGNORED

Contrary to Official Plan

Asking for Major Amendment

Only Medium Density Allowed

Asking for Maximum High Density

Max 50 Units

Asking for 240

Against By-Law 270-2004

Asking for Major Zoning By-Law Amendment

Max 13m building height allow Allowed

Proposing 90m+ 30 Storey High Rise

Zoned R2B (1) which allows singles, semis and towns but not Appartment Bldgs

Proposing 90m+ 30 Storey High Rise

Include an appropriate transition to this context in terms of Height, Massing and Built Form to ensure Light, View and Privacy are Maintained.

Completely Ignored

Harmoniously integrate with the surrounding area.

Completely Ignored

Consider the surrounding low density residential neighbourhood and future Orangeville Brampton Trail when designing the ground floor.

Completely Ignored

Follow Angular Plane

Completely Ignored

YOUR VISION
OUR FUTURE

BRAMPTON URBAN DESIGN GUIDELINES

DRAFT NOVEMBER 2023

THIS 'DRAFT URBAN DESIGN GUIDELINES' IS CONSIDERED PRELIMINARY FOR DISCUSSION PURPOSES ONLY. THE CONTENTS OF THIS DOCUMENT ARE SUBJECT TO CHANGE AS A RESULT OF FURTHER ANALYSIS AND CONSULTATION.

IMAGES AND DIAGRAMS WILL BE UPDATED/INCLUDED IN SUBSEQUENT DRAFTS

DRAFT NOVEMBER 2023

3.2.2 BUILT FORM

A. HEIGHT AND MASSING

- 1 Encourage buildings of minimum 2 storeys in height to provide for appropriate streetscape enclosure, and to create smooth height transitions from adjacent existing or potential lower/higher building forms.-

- 2 Avoid drastic changes in height. Provide appropriate transition in height and massing between adjacent/surrounding buildings of different typology, height and massing, by:
 - a. Providing variation in heights within the building ('step down').
 - b. Setting back upper floors (those above the height of adjacent buildings) along the elevations exposed to public view.
 - c. Articulating the roofline to include slopes towards lower buildings.
 - d. Incorporating the upper level within the roof structure.
 - e. Ensuring that the massing of flat roof building is generally consistent to the overall massing of adjacent dwellings.

- 3 Where low-rise apartment buildings are located beside 1 to 2 storey existing buildings, and within 7.5m from the abutting property line, ensure that the height of portion of the building closest to the 1 to 2 storey building is no more than 2 storeys greater than the existing building.

- f. Encourage the provision of bicycle parking.
- g. Provide a designated snow storage area away from public view and main circulation route.

- 31 For the design of community mailboxes the following should be considered:
 - a. Locate mailbox pedestals and mail kiosks centrally along a street or common amenity area.
 - b. Design mailbox pedestals and mail kiosks as integral components of the streetscape or amenity area.
 - c. Provide seating and waste receptacles at centralized mailbox trellis areas.
 - d. Provide gazebos as part of community mailbox facilities.
 - e. When located at a corner end lot, provide landscaping and/or privacy fencing as a buffer.
 - f. Consider an enhanced base or pedestal for the mailboxes.

D. GARBAGE STORAGE

- 1 Allocate appropriate space for the storage of private refuse and recycling bins.
 - a. Within garages; where possible, expand the interior capacity of garages (1.5 to 2 metres in depth) to allow space for storage.
 - b. Through screened alcoves.
 - c. In the backyard where not visible from the street.
 - d. In the side yard behind an enclosed fence.
 - e. Integrate them the building design for multi-unit developments.
 - f. Ensure easy access to storage space.

- 2 Locate external garbage facilities away from public views. Enclose them through structures of consistent design, colour and materials with the main building, and/or screen them through landscaping.

- 3 Where centralized garbage pick up cannot be avoided, provide pads for pick-up day placement only, and locate away from unit/building entrances and out of view of public spaces.



BRAMPTON U.D.G. IGNORED

Create smooth transitions from adjacent existing or potential lower/higher building forms.

Completely Ignored

Avoid drastic changes in height

Completely Ignored

Providing variation in heights within the building (“step down”).

Completely Ignored

Articulating the roof line to include slopes towards lower buildings

Completely Ignored

Ensuring that the massing of a flat roof building is generally consistent to the overall massing of adjacent dwellings.

Completely Ignored

Where low-rise apartment buildings are located beside 1 to 2 storey existing buildings, ensure that the height of the portion of the building closest is no more than 2 storeys greater than the existing building.

Completely Ignored

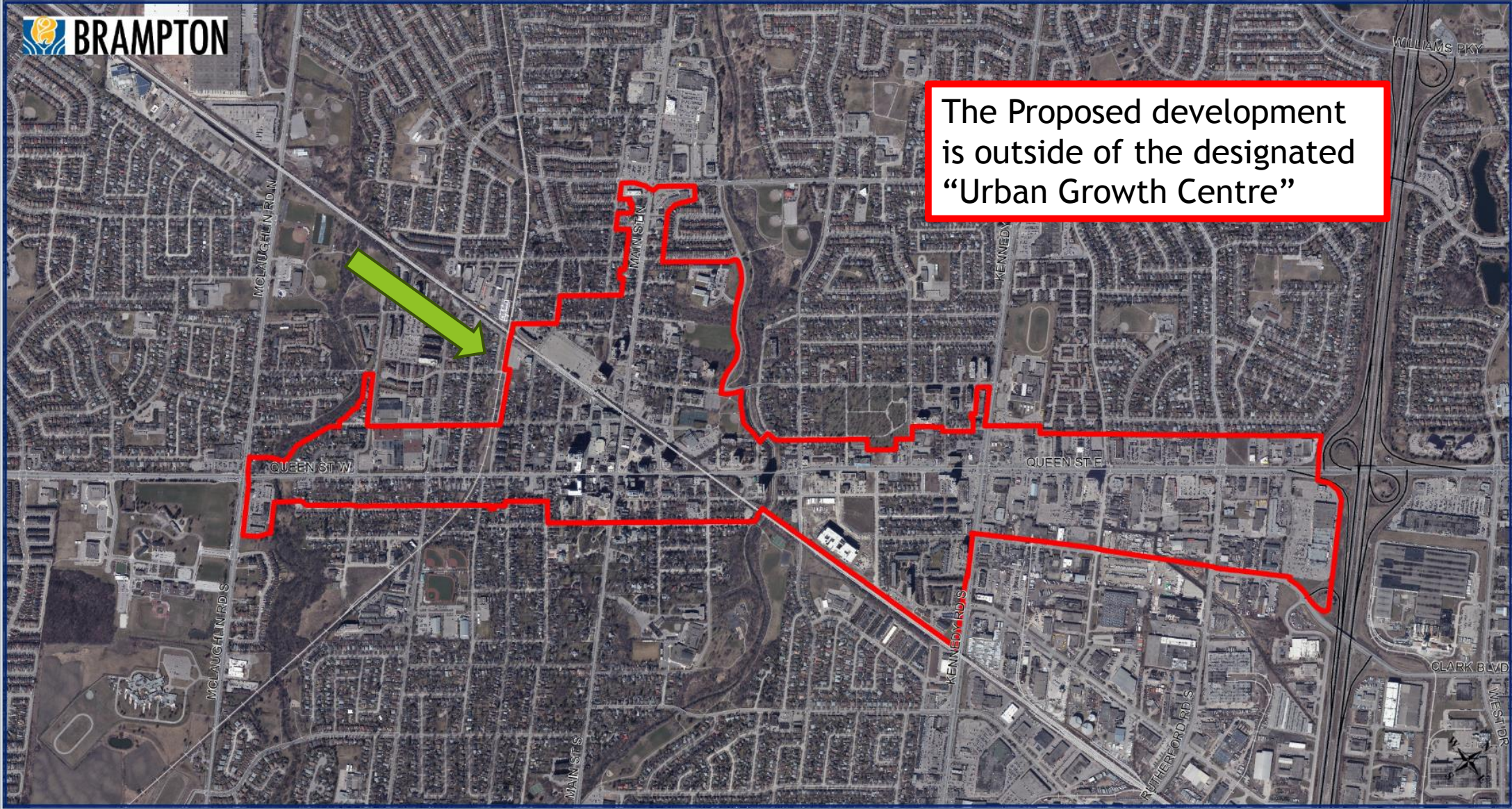
New development on lots adjacent to built heritage resources will provide a transition in lot sizes, setbacks, massing, and grading that complements the built heritage resource.

Completely Ignored

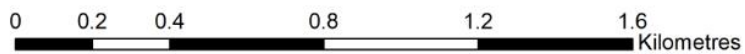
Provide “Missing Middle Housing types”

Completely Ignored

The Proposed development
is outside of the designated
“Urban Growth Centre”



 URBAN GROWTH CENTRE



This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.



OVERLY INTENSIVE CONSTRUCTION

IN A RESIDENTIAL NEIGHBOURHOOD



30 Stories + MPH - More than **9x** the maximum allowable height

3 Levels of Underground Parking - including an excess of 66 parking spaces

Cheap Building Materials

Modern Aesthetic doesn't fit into the neighbourhood - Will be dated quickly

Architect has only redesigned plazas in Brampton (Target renovation at Shoppers World)

Surrounded by 1 to 2 storey single family homes

No municipality anywhere in Canada would allow this to be built

Below Grade Work

3 Levels of Underground

Digging Massive pit roughly 200ft x 130ft by 40ft deep

7 to 10 Months of Shoring and Excavation

Tiebacks inserted into adjacent properties

Heavy Equipment daily

Constant stream of large trucks to haul soil away blocking roads

Non-Stop Construction Noise









Above Grade Work



30 proposed storeys

Crane(s) Erection - Swinging over houses and *backyards*

Installation of Man/Material Hoist(s)

Constant Stream of Concrete trucks waiting to pour slabs. Still Blocking roads.

Construction debris, dust and Garbage blowing onto neighbouring properties

Non-Stop Construction Noise





Construction Schedule

- City Applications and Approvals
- Design and Build Sales Office
- 70% of Sales to reach funding
- Demolition of Existing Houses
- Soil Testing
- Shoring and Excavation
- Crane Installation
- Structural Framing
- Windows and Exterior Cladding
- Elevators, Mechanical HVAC and Electrical
- Interior Finishing
- Landscaping & Streetscaping
- City Occupancy Inspections



Increased Vehicle Traffic

According to the **Traffic Impact Study** by EXP, the building is proposed to have 3 levels of U/G Parking incl. 114 spaces. This will lead to:

- **72 more cars on the road at peak hour in the morning**
- **86 new cars on the road at peak hour in the evening**
- Surplus of 66 parking spaces provided
- Note: During rush hour GO Train is over capacity even with increased service.



Removal of Mature Tree Canopy

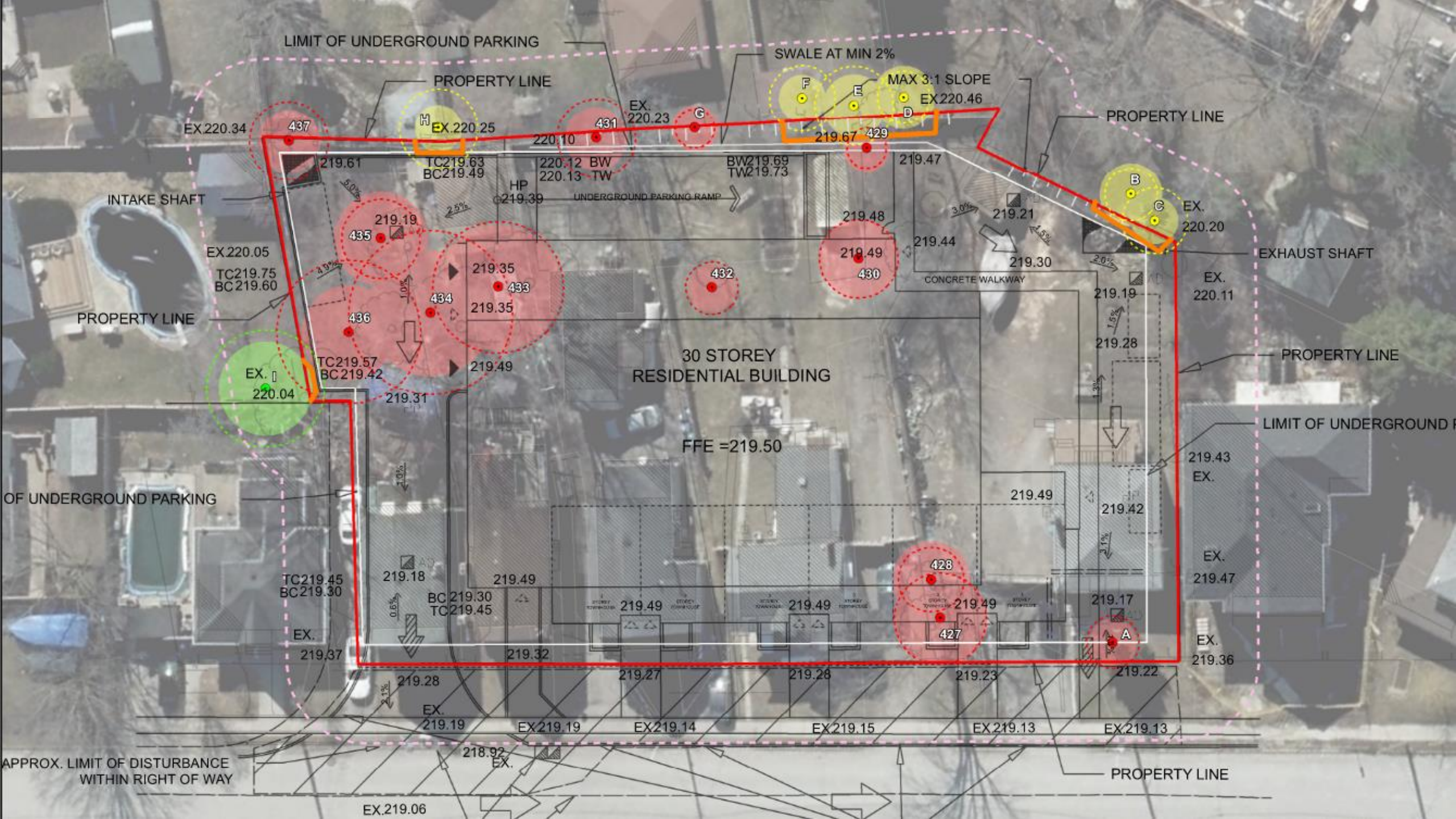
According to the **Tree Evaluation Report** by Palmer, the construction of the development would require the removal of **13 mature Trees, 10 of which are in good health.**

To replace these trees, given their size and trunk diameter, **43 Trees would need to be planted on site.**

The developer is proposing to pay in lieu as most of the site has been paved over.

ONLY \$650 per tree... and mature, distinctive canopy destroyed?





A photograph of a modern, multi-story apartment building. The building features a mix of materials, including light-colored concrete or stone panels and dark-framed windows. Several balconies with dark metal railings are visible, some with glass panels. The building is set against a clear sky. A green rectangular box is overlaid on the right side of the image, containing white text.

Weak Justification For size of Development

1. 45 Railroad Street Development set a precedent.

FALSE

45 Railroad Street (25 St)

Flanked by Two Streets and directly adjacent to Go Transit Station.

Preserved heritage building at Ground Floor

Owner built and operated Rental with strong vetting of tenants.

Higher end finishes chosen to maintain building over time.

A mix of extra large units meant to accommodate different families and residents.

Park Street Proposal (30 St)

Directly in the middle of low density residential neighbourhood.

Demolishing all trees and buildings on site.

Designed to be investor units for quick return on investment. No vetting of renters.

Cheap materials designed to only last 2 year warranty period. Then dumped on condo board to maintain.

Mostly small cheaply constructed 1 Bedroom units - for investors

2. Provincial Policy Statement 2020 allows any and all development to take place without restrictions.

FALSE

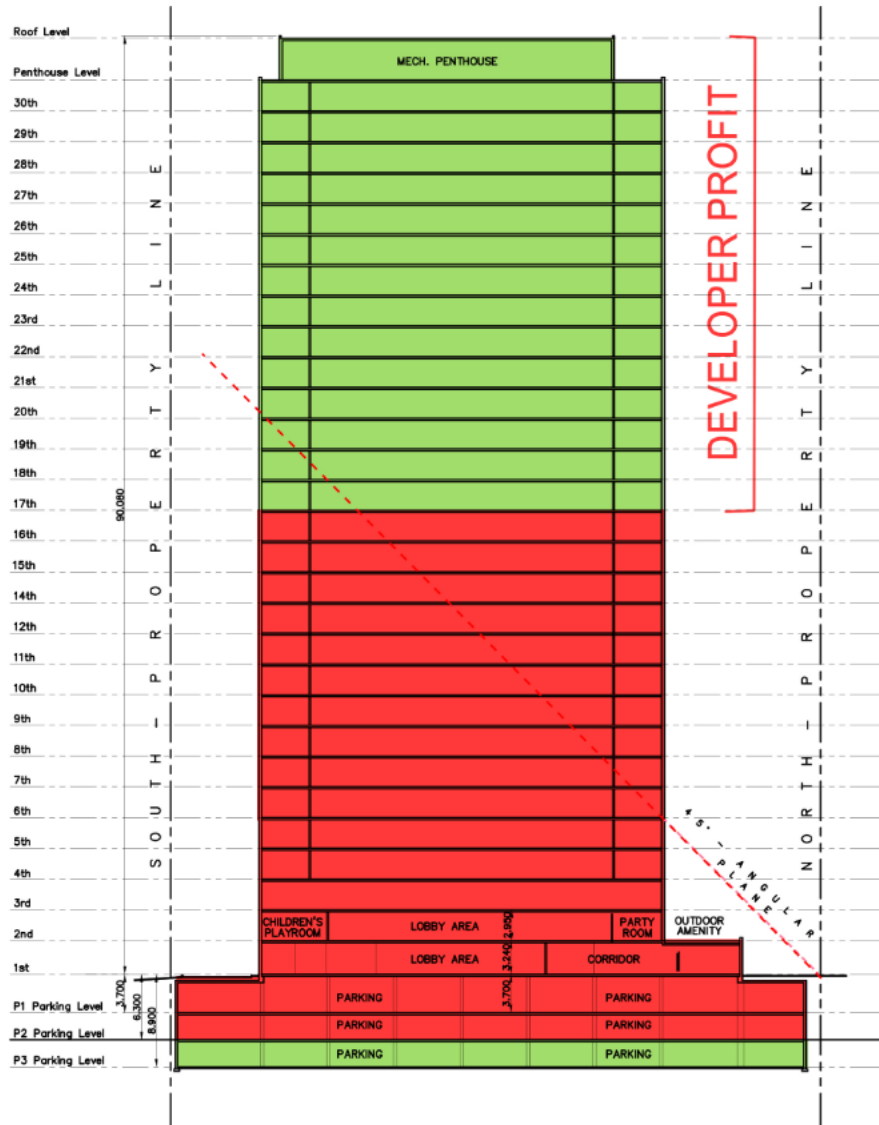
1.7.1.(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

1.7.1.(e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

1.8.1.(e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

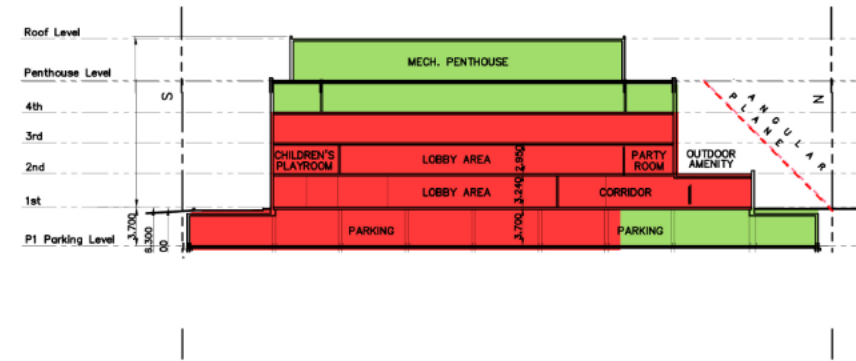
2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.



EAST-WEST BUILDING SECTION

30 STOREY BUILDING

- DEVELOPER PROFIT
- CONSTRUCTION COSTS



EAST-WEST BUILDING SECTION

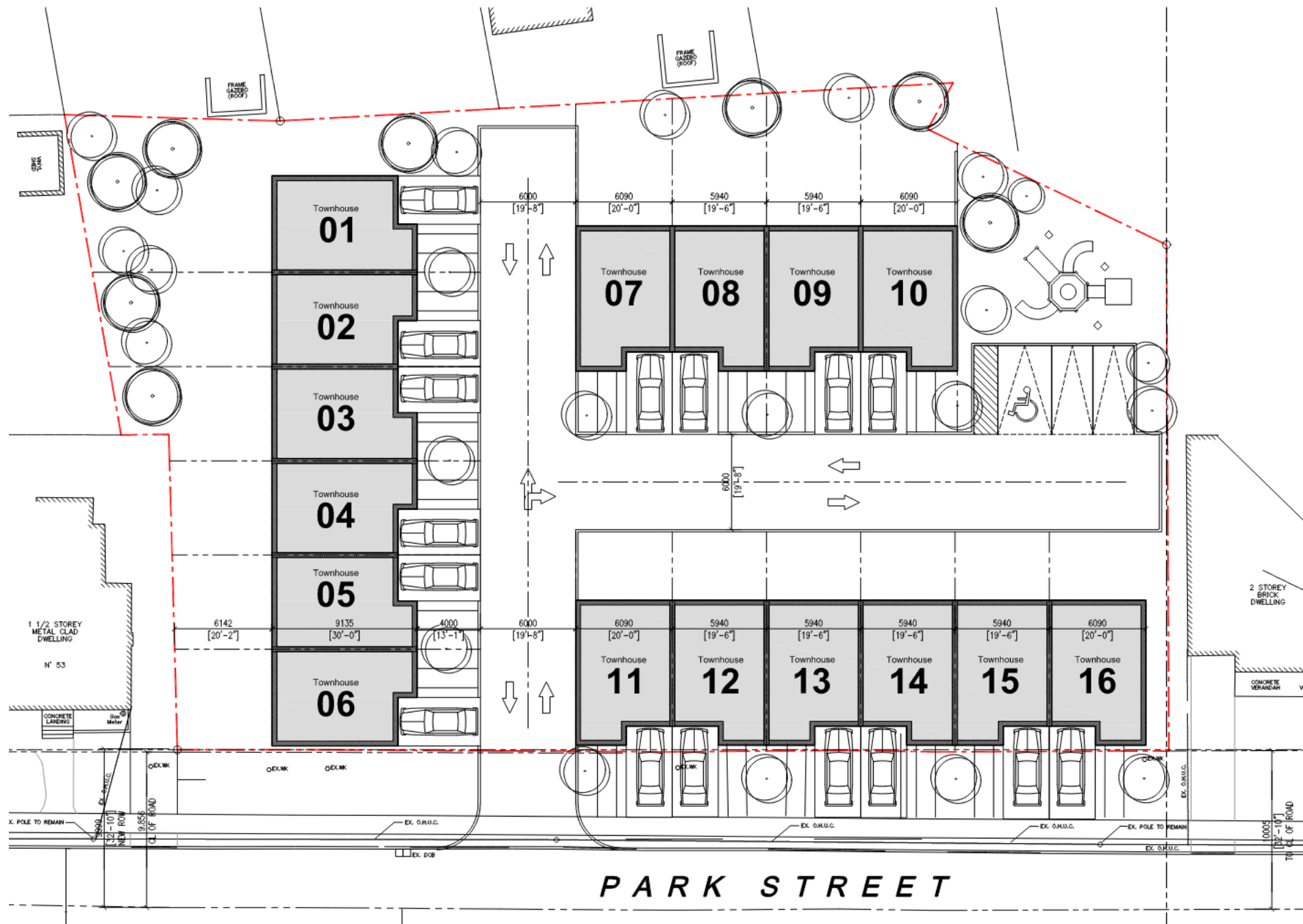
4 STOREY BUILDING

Why not Townhouses?

- Allow for increased density to meet targets
- Buildable under current By-Laws and Official Plan
- Appropriate for the site
- Can aesthetically blend into the heritage neighbourhood
- Still provide high profits for developer
- Increase surrounding property values
- Drastically decrease construction time and disruption to the neighbourhood
- Allow for preservation of more trees



Nelson Street Townhouses



To summarize...

- ▶ Not allowed under current By-Laws and Official Plans
 - ▶ Destroying Character of Heritage Neighbourhood
 - ▶ Not justified by either 45 Railroad Street or PPS 2020
 - ▶ Years of Heavy Construction, Garbage and Dust
 - ▶ Added congestion and removal of Mature Trees
-
- ▶ **Not the right development for this site!**