



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. Questions about the collection of personal information should be directed to the Freedom of Information and Privacy Coordinator, 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)** Rose Garden Investments LP
Address 25 Imperial Street
Toronto, ON
L8L 1B9
Phone # (416) 258-4340 **Fax #** _____
Email asalomon@thehi-risegroup.com

2. **Name of Agent** UrbanSolutions Planning & Land Development Consultants Inc.
Address 3 Studebaker Place, Unit 1
Hamilton, ON
L8L 0C8
Phone # (905) 546-1087 **Fax #** _____
Email mjohnston@urbansolutions.info

3. **Nature and extent of relief applied for (variances requested):**
Please refer to enclosed cover letter.

4. **Why is it not possible to comply with the provisions of the by-law?**
Please refer to enclosed cover letter.

5. **Legal Description of the subject land:**
Lot Number PARTS OF LOTS 49, 50, 51, 52, 57, 58, 59, 85, & 86 AND ALL LOTS 53 & 54 ON PLAN OF PART THE WEST HALF OF LOT 6, CONCESSION 1 EAST OF HURONTARIO STREET, PLAN BR-2, CITY OF BRAMPTON
Plan Number/Concession Number PL BR2
Municipal Address 122-130 Main Street North, 6 & 7 Nelson Street East, 7 & 11 Church Street East

6. **Dimension of subject land (in metric units)**
Frontage +/- 46.207 meters (Main Street North)
Depth +/- 119.237 meters
Area 8,686.12 square meters

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)

Please note that buildings are labeled as they are shown on the enclosed Topographic Survey Plan

EXISTING BUILDINGS/STRUCTURES on the subject land:

- 2 STOREY BRICK BUILDING No. 7: 109.90 square metres
1 1/2 STOREY METAL-SIDED DWELLING No. 11: 87.19 square metres
1 STOREY STUCCO BUILDING No. 122-128: 750.86 square metres
1 STOREY CONCRETE BLOCK BUILDING No. 10: 243.78 square metres
1 STOREY CONCRETE BLOCK BUILDING No. 6: 260.47 square metres
1 STOREY CONCRETE BLOCK BUILDING: 78.68 square metres

PROPOSED BUILDINGS/STRUCTURES on the subject land:

- Stacked Townhouses: 572.4 square metres
Residential (One 35-storey multiple dwelling and one 22-storey multiple dwelling.): 42,179.5 square metres
Commercial: 409.8 square metres
Please refer to the enclosed Minor Variance Sketch prepared by UrbanSolutions for more information.

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 +/- 1.657 metres (122-130 Main Street North)
Rear yard setback +/- 0.274 metres (10 Nelson Street East Accessory Structure)
Side yard setback +/- 2.469 metres (6 Nelson Street East)
Side yard setback +/- 2.536 metres (7 Church Street East)

PROPOSED

- Front yard setback +/- 8.5 metres (to proposed tower - Main Street North)
Rear yard setback +/- 12.5 metres (abutting Commercial Zone), +/- 15.0 metres (abutting Residential Zone).
Side yard setback +/- 12.5 metres to tower (abutting Commercial Zone), +/- 15 metres abutting Residential Zone (at angle to property line).
Side yard setback +/- 9.838 metres (Exterior Side Yard Setback - Nelson Street East).

Please refer to the enclosed Minor Variance Sketch and Topographic Survey for more information.

10. Date of Acquisition of subject land: April 12, 2021

11. Existing uses of subject property: Commercial Plaza

12. Proposed uses of subject property: One 35-storey multiple dwelling and one 22-storey multiple dwelling.

13. Existing uses of abutting properties: Residential/Commercial

14. Date of construction of all buildings & structures on subject land: 122-130 Main Street North - Mid 1920's
7 Church Street East - 1890's
All other buildings - unknown

15. Length of time the existing uses of the subject property have been continued: 122-130 Main St N: +/- 100 years
7 Church St E: +/- 130 years
All other buildings - unknown

16. (a) What water supply is existing/proposed?

Municipal Well [checked] Other (specify)

(b) What sewage disposal is/will be provided?

Municipal Septic [checked] Other (specify)

(c) What storm drainage system is existing/proposed?

Sewers [checked] Ditches [] Swales [] Other (specify)

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 # <u>A-2023-0050</u>	Decision <u>Approved</u>	Relief <u>Density and Tower Floor Plate</u>
File # _____	Decision _____	Relief _____
File # _____	Decision _____	Relief _____

Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Hamilton
THIS 4th DAY OF September 2024

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.

Matt Johnston OF THE City OF Hamilton

IN THE Province OF Ontario 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 Hamilton

IN THE Province OF

Ontario THIS 4 DAY OF
September 2024

A Commissioner etc.

**Laura Leigh Drennan, a Commissioner,
etc., Province of Ontario, for
UrbanSolutions Planning & Land
Development Consultants Inc.
Expires January 13, 2026.**

Signature of Applicant or Authorized Agent

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

Zoning Officer

sept. 12.24

Date

DATE RECEIVED

Sept 12, 2024

VL.

PERMISSION TO ENTER

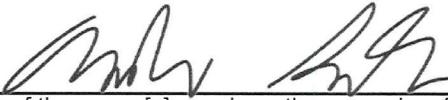
To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

LOCATION OF THE SUBJECT LAND: 122-130 Main Street North, 6 & 7 Nelson Street, 7 & 11 Church Street East

I/We, Rose Garden Investments LP c/o Mr. Andrew Salomon
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject land, hereby authorize the Members of the City of Brampton Committee of Adjustment and City of Brampton staff members, to enter upon the above noted property for the purpose of conducting a site inspection with respect to the attached application for Minor Variance and/or consent.

Dated this _____ day of _____, 20____.



(signature of the owner[s], or where the owner is a firm or corporation, the signature of an officer of the owner.)

Rose Garden Investments LP c/o Mr. Andrew Salomon

(where the owner is a firm or corporation, please print or type the full name of the person signing.)

NOTE: If the owner is a firm or corporation, the corporate seal shall be affixed hereto.

NO DISCUSSION SHALL TAKE PLACE BETWEEN THE COMMITTEE MEMBERS AND THE APPLICANT DURING THE SITE INSPECTION



September 4, 2024

335-19

Via Email & Delivered

Jeanie Myers, Secretary-Treasurer
Committee of Adjustment

City of Brampton,
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Myers,

**RE: 122-130 Main Street North, 6 & 7 Nelson Street East, 7 & 11 Church Street East, Brampton
Minor Variance Application**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has been retained to act as the authorized planning consultant for Rose Garden Investments LP, the registered owner of the lands municipally known as 122-130 Main Street North, 6 & 7 Nelson Street East, and 7 & 11 Church Street East in the City of Brampton (subject lands). We are pleased to submit this Minor Variance application on their behalf to facilitate the proposed development.

The subject lands are approximately 0.87 hectares (2.14 acres) in size and are located within the Conceptual Urban Growth Centre as established in the Region of Peel Official Plan. The lands are also designated as 'Central Area' in the City of Brampton Official Plan and 'Central Area Mixed Use' within Special Policy Area 3A (SPA 3A) in the Downtown Brampton Secondary Plan (SPA7). On January 13, 2020, City of Brampton Council approved Zoning By-law Amendment No. 294-2019 which placed the subject lands in site-specific 'Downtown Commercial DC(H)-2967' and 'Residential Apartment R4A(H)-2968' Zones within Comprehensive Zoning By-law No. 270-2004. This site-specific zoning permits 590 residential units within two (2) 29-storey towers and a minimum of 2,000 m² of commercial space at grade within the portion of the site zoned DC(H)-2967. The lands are also subject to an H – Holding provision; requiring a number of studies to be updated and approved prior to removal.

On December 20, 2021, UrbanSolutions submitted a Site Plan application for the subject lands in order to develop a proposal consisting of two (2) 29-storey mixed use buildings joined by a 6-storey podium and a 3-storey stacked townhouse. In total the proposal contained 676 residential units, 538.0 m² of commercial space, 2237.0 m² of office space and 641 parking spaces. Since the initial submission, UrbanSolutions and the landowner have advanced through the Site Plan process and are now proposing a revised concept consisting of one (1) 35-storey mixed use building, one (1) 22-storey mixed use building and a 3-storey stacked townhouse. The revised concept proposes 676 residential units, 409.0 m² of commercial space, and 205 underground parking spaces. To accommodate these revisions, approval of a Minor Variance application is required.

As such, the purpose of this Minor Variance application is to bring the proposed development into conformity with the provisions of Zoning By-law No. 270-2004. The revised proposal requires eight (8) variances with respect to the Downtown Commercial DC(H)-Section 2967 Zone, as outlined below:

Variances with Respect to the Downtown Commercial DC(H)-Section 2967 Zone

- **Variance No. 1:** To permit a maximum front yard setback (Main Street North) of 8.5 metres, whereas a maximum of 3.0 metres is currently permitted.
- **Variance No. 2:** To permit a minimum front yard setback of 8.5 metres to a tower and 0.0 metres to a podium, whereas a minimum of 10.0 metres and 1.7 metres respectively are currently permitted.
- **Variance No. 3:** To permit a maximum interior setback of 0.5 metres to a podium, whereas a maximum interior setback of 0.0 metres is currently permitted.
- **Variance No. 4:** To permit a minimum exterior setback of 9.5 metres to a podium, whereas a minimum exterior setback of 15.0 metres is currently permitted.
- **Variance No. 5:** To permit a maximum building height of 35 storeys, whereas a maximum building height of 29-storeys is currently permitted.
- **Variance No. 6:** To permit a minimum non-residential gross floor area of 405 square metres, whereas a minimum non-residential gross floor area of 2000.0 metres is currently permitted.
- **Variance No. 7:** To permit a minimum visitor parking rate of 0.05 spaces per unit, whereas a minimum visitor parking rate of 0.20 spaces per unit is currently permitted.

Variance with Respect to the Residential R4A(H)-Section 2968 Zone

- **Variance No. 8:** To permit a minimum rear yard setback of 1.2 metres, whereas a minimum rear yard setback of 10.0 metres is currently permitted.

To assist in the evaluation of this application, please refer to the enclosed Minor Variance Sketch.

Justification for the proposed variances is provided below in accordance with Section 45(1) of the *Planning Act*:

1. Are the proposed minor variances minor in nature?

The proposed variances collectively work to facilitate the above noted revision to the Concept Plan contemplated for the subject lands. The proposed development has gone through extensive review with the City's internal departments and external agencies during the Site Plan process. While the recent revisions made to the Concept Plan increase the maximum height on the lands, the number of dwelling

units, general massing footprint and design, as well as site layout remain largely unchanged from what has been considered and supported by City of Brampton staff.

Requested relief related to permitted yard setbacks do not compromise the site's ability to accommodate stormwater, maintain appropriate building separation distances, and support an animated streetscape. All setbacks proposed to be modified are necessary to facilitate the concept plan as reviewed through the Site Plan process. The specific reduction in rear yard setback from 10.0 metres to 1.2 metres is also misleading as the 1.2 metre setback is taken from the proposed stacked townhouse to the zone boundary on the property between the Residential R4A Zone and the Downtown Commercial DC Zone. It is not representative of the true separation from the townhouse to any property line or building. Further, the setback in question is a side yard condition in nature considering the orientation of the stacked townhouse dwellings and is only defined as a rear yard based on the designated lot lines of the site.

The proposed increase in maximum building height is required to permit 35-storeys, instead of the current permission for 29-storeys which was obtained through a previous Minor Variance application in 2021 in support of the initial concept plan. Instead of two 29-storey towers, the current concept now proposes one 35-storey and one 22-storey tower. As previously mentioned, the change in proposed building height does not increase the quantity of units intended for the subject property. The application of building tower heights which are distinct from each other was also noted as desirable by the City's Urban Design team during the Site Plan process, and the proposed variance to increase the permitted height to 35-storeys aids in achieving this design intent.

One requested variance seeks to reduce the minimum visitor parking rate from 0.20 spaces per unit to 0.05 spaces per unit. When considering the context of the subject lands, this reduction is one that can be considered minor given the downtown location of the site and proximity to transit options. The subject lands are located within a designated Primary Major Transit Station Area on Schedule 1A of the Brampton Official Plan, as it is approximately 80.0 metres from the Brampton GO Station and directly fronts Brampton Bus Transit stations with Route 2, 24, 25, 216 and 502 services available. The site's transit-oriented nature ensures visitors to the future development are appropriately accommodated, despite the proposed reduction in visitor parking spaces. The Parking Justification Study prepared by NexTrans and included in this application package also concludes that the reduction in visitor parking spaces on site is reasonable and justified. The Parking Justification Study also notes that in the context of the future Main LRT, Hurontario LRT, future Queen BRT and GO Transit Expansion project that definitively ties minimum parking standards to increased automobile usage, the proposed reduction to the minimum automobile parking requirements is justified, desirable and would better support the Official Plan's vision to encourage transportation alternatives, reduce auto-dependence and provide for efficient use of land next to planned transit.

The minimum non-residential gross floor area is also proposed to be reduced from 2000.0 square metres to 400.0 square metres through the Minor Variance application. A review of the flood plain mapping for the area shows that the 1:350 year flood level is 213.08m. As a result, the site grading plan for the development proposes that the finished floor elevation of the ground floor is 215.00m to allow for appropriate flood proofing. The disconnect between the finished floor elevation and the grade of the site makes many of the potential commercial units non-viable as commercial tenants always seek to have commercial units at grade, without any elevation difference. As such, the reduction in non-residential

gross floor area is required to apply appropriate flood mitigation measures and to maintain a ground floor layout which is economically viable in the future.

For the reasons discussed above, the proposed variances are considered to be minor in nature and necessary for the development of the lands in keeping with the Site Plan concept reviewed by the City.

2. Are the proposed minor variances desirable for the appropriate development or use of the land, building or structure?

The requested variances will facilitate the redevelopment of an underutilized site with a transit-oriented, mixed-use development on lands that are: located within an Urban Growth Centre as defined on Schedule 2 of the Growth Plan and Schedule E-1 of the Region of Peel Official Plan, designated Mixed Use District in the City of Brampton Official Plan, and as 'Central Area Mixed Use' in the Downtown Brampton Secondary Plan (SPA7). Additionally, the proposed mixed-use development will provide a range and mix of housing options to aid the City in achieving the Population target of 2,280,000 people by the year 2051. The proposal will also increase employment opportunities for the area, thus aiding the City in achieving the Employment target of 1,070,000 jobs to be accommodated in the Region of Peel by 2051, as outlined in Schedule 3 of the Growth Plan. The proposed variances are necessary to recognize adjustments made to the development to respond to current market conditions, however the overall site layout is generally consistent with the concept which was previously considered by City staff through the Site Plan process. Further, the proposed built form and land use will be in keeping with the character of the surrounding area and represent a use of land that maintains the intent of the City of Brampton Official Plan and Zoning By-law No. 270-2004. As such, the proposed development is considered to be desirable and appropriate for the subject lands.

3. Are the proposed minor variances in keeping with the general purpose and intent of the Zoning By-law?

The intent of the applicable Zoning By-law provisions related to setbacks are to ensure that buildings are located on site in a manner which maintains compatibility, buffering, good urban design and stormwater management. The requested variances related to permitted yard setbacks do not compromise the site's ability to accommodate stormwater, maintain appropriate building separation distances, and support an animated streetscape. As such, the purpose of the setback provisions of the By-law are maintained through the proposed variance application.

Zoning provisions surrounding maximum building height are put in place to ensure appropriate densities and compatible heights are secured on properties based on the surrounding context. As part of the Site Plan process, a revised Wind Study and Sun Shadow Study are being prepared to reflect the proposed 35-storey and 22-storey towers on site. The proposal will not receive final Site Plan approval from City staff until they are satisfied that the proposed increase in height does not present adverse impacts from a shadowing and wind impact perspective. As a 29-storey building height was previously permitted as-of-right for the site, it can be concluded that a 35-storey building represents a modest departure from the as-of-right massing. Both a 29-storey tower and 35-storey tower are considered tall buildings and would be subject to the same set of design guidelines. Further, a pedestrian's experience of the streetscape would not be altered by the 6-storeys proposed, as the additional floors are located above a pedestrian's

field of view when walking or driving. As a result, the increase in building height does not present adverse impacts to the surrounding community and maintains the intent of the Zoning By-law.

One proposed variance seeks to reduce the number of visitor parking spaces on site from 0.20 spaces/unit to 0.05 spaces/unit. The purpose of a zoning regulation related to visitor parking is to ensure future visitors to the site can be appropriately accommodated when attempting to travel to and from the subject property. The subject site is well-connected from a transit perspective, as it is approximately 80.0 metres from the Brampton GO Station and directly fronts Brampton Bus Transit stations with Route 2, 24, 25, 216 and 502 services available. Furthermore, the future Main LRT, Hurontario LRT, future Queen BRT and GO Transit Expansion project all have relevance to the location of the subject property. Accordingly, it is determined that the intent of the Zoning By-law is maintained on the lands under the proposed visitor parking distribution as future visitors to the site will have a multitude of options to travel to and from the subject lands.

The Variance application requests a reduction in the quantity of non-residential gross floor area to be maintained on site. The intent of this Zoning provision is to ensure the site is mixed use in nature and provides opportunity for commercial units on the ground floor. However, a review of the flood plain mapping for the area shows that the 1:350 year flood level is 213.08m. As a result, the site grading plan for the development proposes that the finished floor elevation of the ground floor is 215.00m to allow for appropriate flood proofing. The disconnect between the finished floor elevation and the grade of the site makes many of the potential commercial units non-viable as commercial tenants always seek to have commercial units at grade, without any elevation difference. As such, the reduction in non-residential gross floor area is required to apply appropriate flood mitigation measures and to maintain a ground floor layout which is economically viable in the future. The subject development is still intended to be mixed use in nature and proposes approximately 400.0 square metres of non-residential gross floor area fronting Main Street North. The reduction in total non-residential gross floor area is necessary to accommodate flood proofing associated with access openings to future units along the ground floor and to ensure the economic viability of the project. As such, the requested variance is deemed to maintain the intent of the current provision for non-residential gross floor area while balancing safety and liability concerns.

4. Are the proposed minor variances in keeping with the general purpose and intent of the Official Plan?

Collectively, the proposed variances facilitate a site layout, land use and built form which is in keeping with the intent of the site as outlined in the Brampton Official Plan. The subject lands are located within an Urban Growth Centre as defined on Schedule 2 of the Growth Plan and Schedule E-1 of the Region of Peel Official Plan, designated Mixed Use District in the City of Brampton Official Plan, and as 'Central Area Mixed Use' in the Downtown Brampton Secondary Plan (SPA7). Section 2.1.2.20 of the Brampton Official Plan directs intensification with the highest densities and heights primarily to Centres, like the Urban Centre the subject lands is located within. Additionally, the Brampton Official Plan promotes intensification through infill development on underutilized lands and the adaptive reuse of existing buildings as represented by the proposed development's re-use of the Farr Garage building as a future podium. As per Section 2.2.7.9 of the Brampton Official Plan, Mixed use buildings shall be directed to transit supportive corridors and transit supportive intersections. As the proposed development seeks to

facilitate mixed use buildings on a site which is located at the centre of a Primary Major Transit Station Area, it directly implements the intent of Section 2.2.7.9 of the Brampton OP.

In addition to the Brampton Official Plan policies, Section 5.1.2.1 of the Downtown Brampton Secondary Plan establish the Central Area Mixed Use designated areas as intended locations for mixed use developments which incorporate a combination of residential and commercial uses. While Section 5.1.2.3 of the Secondary Plan also directs street-related retail and commercial uses at-grade along building frontages of Main Street. As such, the proposed variances can be considered to collectively facilitate a mixed use development which locates high density, mixed use development on a transit supportive corridor, utilizing existing buildings on site and applying appropriate intensification to support increased housing supply. Accordingly, the requested variances are in keeping with the purpose and intent of the City of Brampton Draft Official Plan, the Downtown Brampton Secondary Plan, and the Region of Peel Official Plan, as they will aid both the City and Region in achieving their prescribed growth and intensification objectives.

Through consideration of the above, it is determined that the proposed variances satisfy the four tests outlined in Section 45(1) of the *Planning Act* as the relief requested is minor in nature, is desirable for the appropriate development of the lands, and meets the general intent and purpose of the Official Plan and Zoning By-law.

In support of this Minor Variance application, please find enclosed the following:

- One (1) copy of the completed and signed Minor Variance application form;
- One (1) copy of the Minor Variance Sketch prepared by UrbanSolutions;
- One (1) copy of the Parking Justification Study prepared by NexTrans;
- One (1) cheque in the amount of **\$525.00** made payable to the Toronto Regional Conservation Authority; and,
- One (1) cheque in the amount of **\$2,920.00** made payable to the City of Brampton.

We trust the enclosed is satisfactory and thank you in advance for your co-operation. If you need additional information or clarification regarding the above, please do not hesitate to contact the undersigned.

Regards,

UrbanSolutions



Matt Johnston | MCIP, RPP
Principal



Scott Beedie, MCIP, RPP
Planner

cc: Rose Garden Investments LP

August 30, 2024

520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

Phone: 905-503-2563
www.nextrans.ca

nextrans
CONSULTING ENGINEERS

NextEng Consulting Group Inc.

Attention: Scott Beedie

Urban Solutions
3 Studebaker Place, Unit 1
Hamilton, ON L8L 0C8

**Re: Parking Justification Letter
Proposed Mixed-Use Development
122-130 Main Street N and 6 & 7 Nelson Street, City of Brampton
Our Project No. NT-21-101**

1.0 INTRODUCTION

1.1. Study Purpose

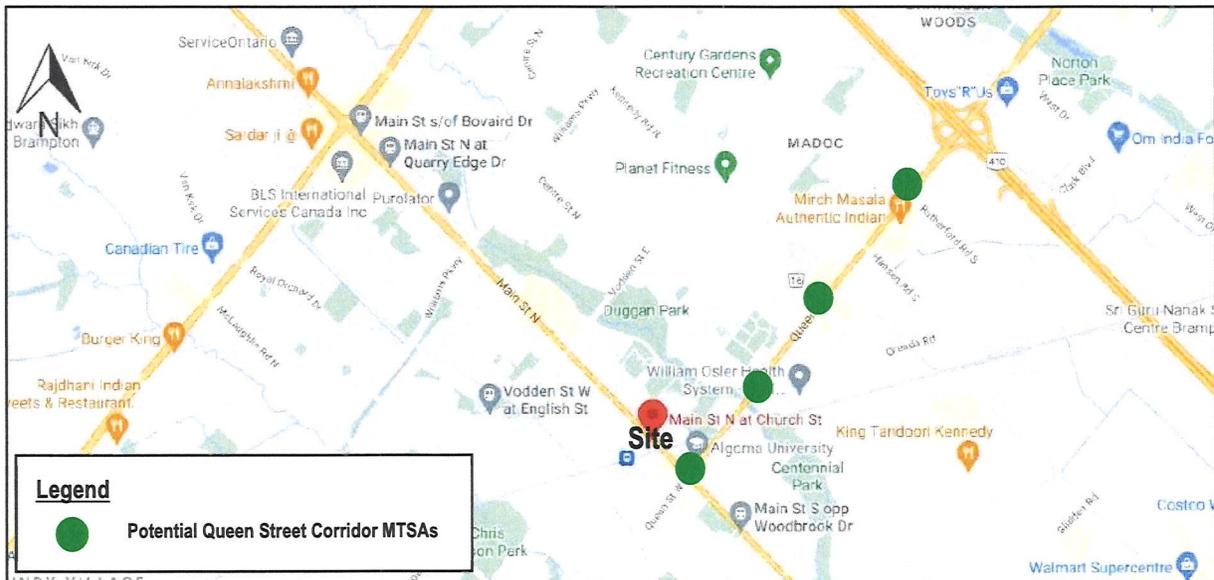
NexTrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Urban Solutions (the 'Client') to prepare this Parking Justification Letter in support of a proposed mixed-use residential development.

The purpose of this Letter is to provide justification for a proposed visitor parking rate of 0.05 spaces/unit, instead of the current City's requirement of 0.20 spaces/unit. This Letter will provide a comprehensive justification based on both proxy site parking utilization survey data and relevant policies. The details are provided below.

1.2. Proposed Development Location

The subject site is located at 122-130 Main Street N and 6 & 7 Nelson Street, on the east side of Main Street N, between Church Street E and Nelson Street E, directly opposite the existing Brampton GO Station on the Kitchener GO Line, in the City of Brampton. The proposed development location is illustrated in **Figure 1**.

Figure 1 – Proposed Development Location



Source: Google Map

1.3. Development Context

The proposed development is located in the Downtown area of the City of Brampton that has access to major transit system such as the future Main LRT, Hurontario LRT, Queen BRT and Kitchener GO Line Expansion. The proposed development is located adjacent to the existing Brampton Transit bus stops (Route 2, 24, 25 and 216), as well as the Brampton GO Station on the Kitchener GO Line. The Kitchener GO Line is part of the Metrolinx GO Expansion program that will have all-day two-way and 15-minute service in the future.

1.4. Previous Studies

Based on the on-going development requirements and changing in the economic conditions, as well as addressing various agency comments and requirements, NexTrans has prepared a numbers of transportation related studies for the proposed development that responded to these conditions and requirements, which include:

- Transportation Reliance Letter dated July 2024
- Transportation Impact Study dated December 2021
- Transportation Impact Study Addendum dated September 2022
- Addendum Letter dated January 2023

1.5. Proposed Current Development Statistics

Table 1 summarizes the current development statistics. The latest site plan is illustrated in **Appendix A**.

Table 1 – Proposed Development Statistics

Descriptions	Current Proposal
Building Height	One 22-storey and one 35-storey buildings
Podium	3-storey podium
Commercial GFA	409.77 m ²
Dwelling Units	400 units for Building A 271 units for Building B 5 townhouse units Total 671 units
Vehicle Parking	Tower A – 85 residential and 20 visitor spaces Tower B – 71 residential and 15 visitor spaces Total – 156 residential and 34 visitor spaces (190 vehicle parking spaces)
Bicycle Parking	Tower A – 201 spaces Tower B – 136 spaces Total – 337 spaces

1.6. Proposed Development Parking Assessment

Table 2 summarizes the recommended parking requirement for the proposed development, based on the information outlined in our July 2024 Transportation Reliance Letter.

Table 2 – Proposed Vehicle Parking Rates

Land Use	Unit Type	No. of Unit/GFA	Parking Rates (space/unit)	Parking Requirement
Residential	Visitor	Building A - 400 units Building B - 271 units	Building A - 0.05 spaces/unit Building B - 0.05 spaces/unit	Building A - 20 spaces Building B - 14 spaces
	Residential	Building A - 400 units Building B - 271 units	Building A - 0.21 spaces/unit Building B - 0.26 spaces/unit	Building A - 85 spaces Building B - 71 spaces
Retail/Commercial	GFA	Building A - 409.77 m ²	to be shared with visitor	0
Total				190 spaces

As indicated above, the proposed development is proposing to provide 0.05 spaces/unit instead of 0.20 spaces/unit for visitor, based on the comprehensive justifications provided in this Letter, from both parking utilization study results and policy perspectives. On this basis, the proposed development is only required to provide a total of 156 residential parking

spaces and 34 visitor parking spaces, for a combined total of 190 vehicle parking spaces to accommodate the proposed development. The comprehensive justifications are provided in subsequent sections below.

2.0 STUDY AREA TRANSPORTATION CONTEXT

2.1 Site Walk Score

NexTrans has reviewed the walk score for the subject site using the information in www.walkscore.com website. Table 3 below summarizes the walk score for the subject site.

Table 3 – Walk Score for 122-130 Main Street North, Brampton

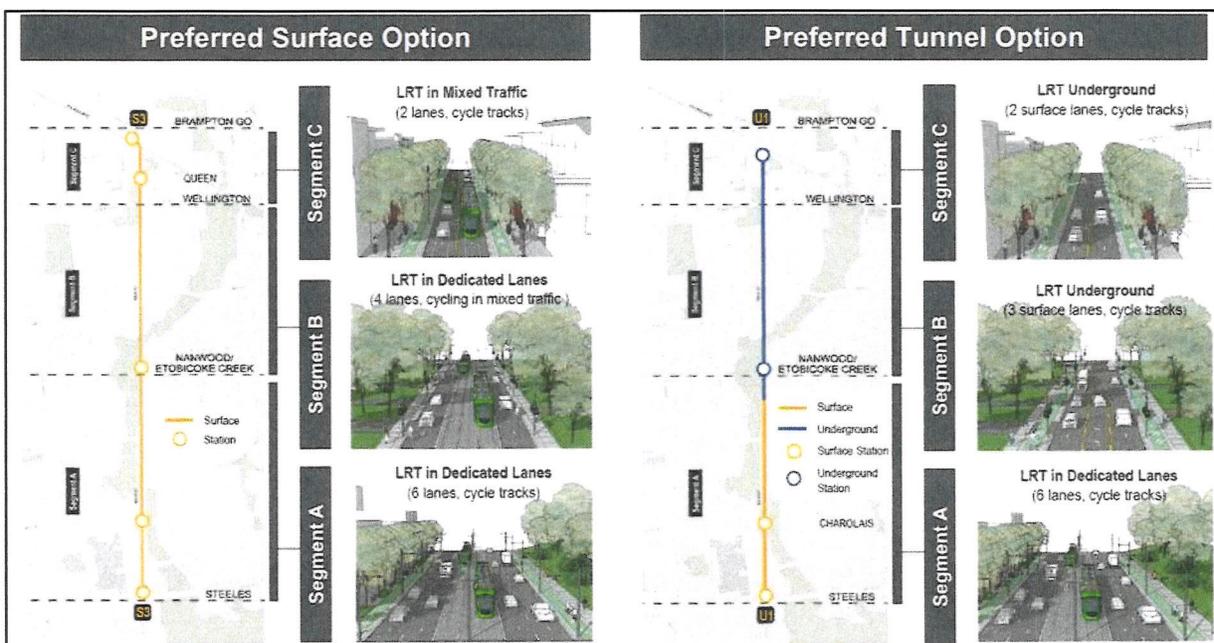
Mode	Score	Description
Walking	97	Walker's Paradise – Daily errands do not require a car
Public Transit	64	Good Transit – Many nearby public transportation options
Cycling	77	Very Bikeable – Biking is convenient for most trips

As indicated in the table above, the subject site has great access to transit and the surrounding active transportation network and daily errands do not require a car. Therefore, the future residents in the proposed development do not need a car for work, school or discretionary trips.

2.2 Future Main LRT

Based on the information obtained from the City of Brampton's website (www.brampton.ca), it is Nextrans' understanding that, at the June 23 Committee of Brampton Council Meeting, staff presented Brampton Council the preferred surface and preferred underground options along Main Street as part of the Hurontario Main LRT Extension EA Study. Council unanimously directed that staff move forward with two preferred alignments one surface and one tunnel for the 30% preliminary design and draft environmental project report for the Light Rail Transit (LRT) extension from Steeles Avenue to Downtown Brampton. In addition, Brampton Council unanimously supported the tunnel option as the preferred alignment to advance funding advocacy with the current provincial and federal governments. Figure 2 illustrates the two preferred options as indicated above.

Figure 2 – Future Main LRT

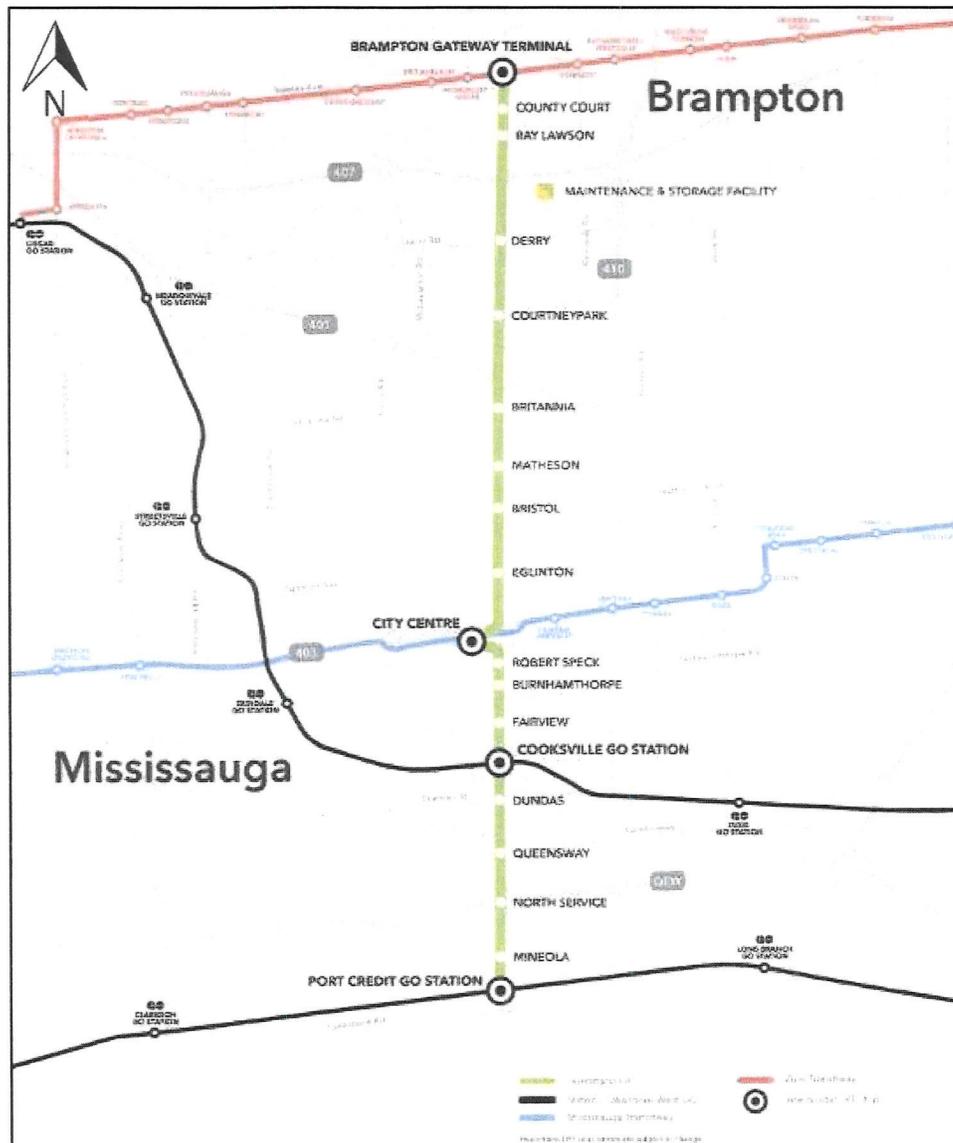


Source: City of Brampton website (www.brampton.ca)

2.3. Future Hurontario LRT

It is Nextrans' understanding that Metrolinx is partnered with the municipality to build the new 18-km Hurontario LRT (with 19 stops) that services Mississauga and Brampton with better and more convenient way of travel. Based on the project website information (<http://www.metrolinx.com/en/greaterregion/projects/hurontario-lrt.aspx>), Metrolinx and Infrastructure Ontario (IO) have officially announced the winning bidder for the Hurontario Light Rail Transit project. Mobilinx, the winning team, will design, build, finance, operate and maintain the new transit project for a 30-year term. The release of the winning bidder means Metrolinx and IO are moving forward with one of the largest infrastructure projects in Ontario. Peel Region has welcomed the project with open arms, eagerly awaiting its arrival. Design work will begin immediately with construction to follow. Mobilinx anticipates completion of the LRT in fall 2024. Metrolinx and IO are delivering the Hurontario LRT via a public-private partnership (P3) contract which transfers the appropriate risks to the private sector. While the LRT will be operated and maintained by Mobilinx, it will remain publicly owned by Metrolinx. As the site is located about 1.7 km to Hurontario Street, approximately 25-minute walk or 10-minute bike ride. Residents can connect with the future Hurontario LRT via a transfer from Route 57 Courtney. It is Nextrans' opinion that this project is critical and will encourage existing and future residents from taking more convenient and sustainable mode of transportation instead of driving single-occupant-vehicles. **Figure 3** illustrates the future Hurontario LRT.

Figure 3 – Future Hurontario LRT



Source: <https://www.mississauga.ca/projects-and-strategies/city-projects/hurontario-light-rail-transit/>

2.4. Proposed Future Queen Street E BRT

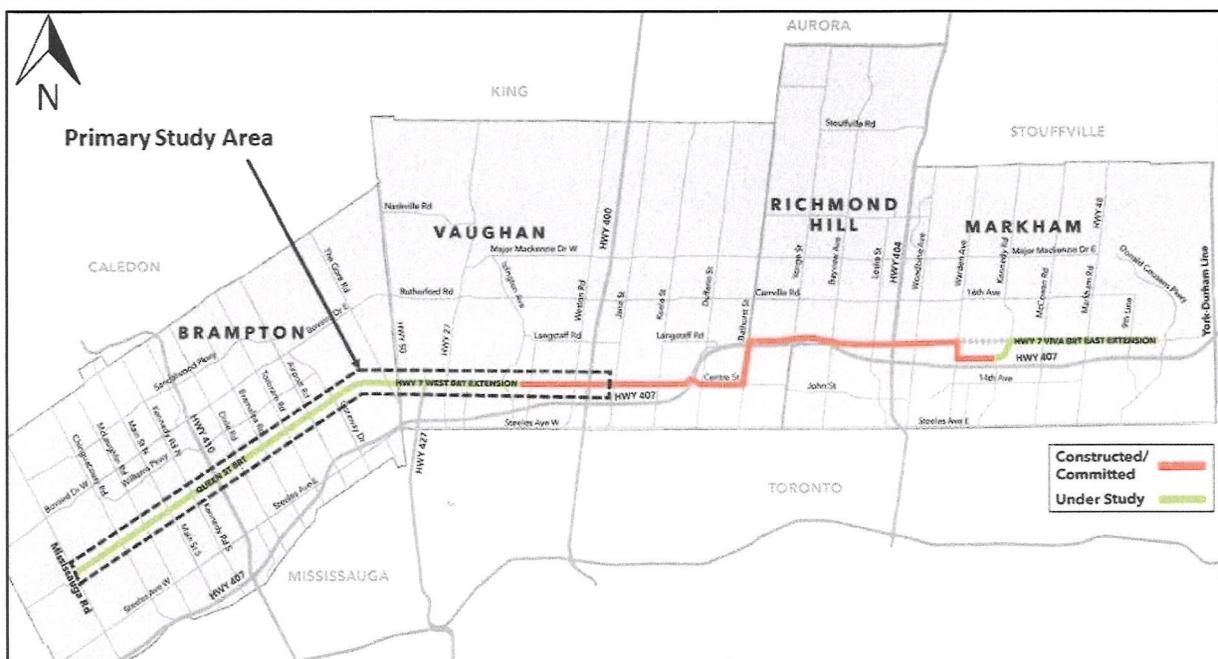
Based on the information obtained from the City of Brampton's website, it is NexTrans' understanding Metrolinx is working with the City of Brampton, Brampton Transit, Peel Region, and York Region to develop a framework for advancing rapid transit along the Queen Street-Highway 7 corridor.

The proposed Queen Street-Highway 7 BRT Planning Study and Initial Business Case (IBC) will recommend a preferred alternative for upgrading the existing Züm services on Queen Street to full rapid transit standard and with the extension of the Viva BRT Rapidway from York Region. Planning for BRT in dedicated lanes will allow for future expansion in infrastructure, technology, and capacity over the longer term as warranted by demand, operational requirements, and technology availability.

It is NexTrans' understanding that the proposed future Queen Street BRT will pass through this area, with future stations are contemplated at Kennedy Road N, Rutherford Road N and Centre Street N. It is Nextrans' opinion that this project is critical and will encourage existing and future residents from taking more convenient and sustainable mode of transportation instead of driving single-occupant-vehicles.

Figure 4 illustrates the Queen Street BRT Business Case Study Area.

Figure 4 – Queen Street BRT Business Case Study Area



Source: <https://www.brampton.ca/EN/Business/planning-development/projects-studies/QSTMP/Pages/About1.aspx>

2.5. Downtown Brampton Reimagined Project

The City of Brampton historic downtown area is located along Main Street and Queen Street. These are the important public spaces and pedestrian realm for the City. For these reasons, the City has initiated the Downtown Reimagined project aims to fulfill the potential for Queen and Main to become a vibrant destination by creating an aesthetically beautiful streetscape around the historic Four Corners, from Mill Street South to Chapel Street on Queen Street and between Nelson Street East and Wellington Street on Main Street.

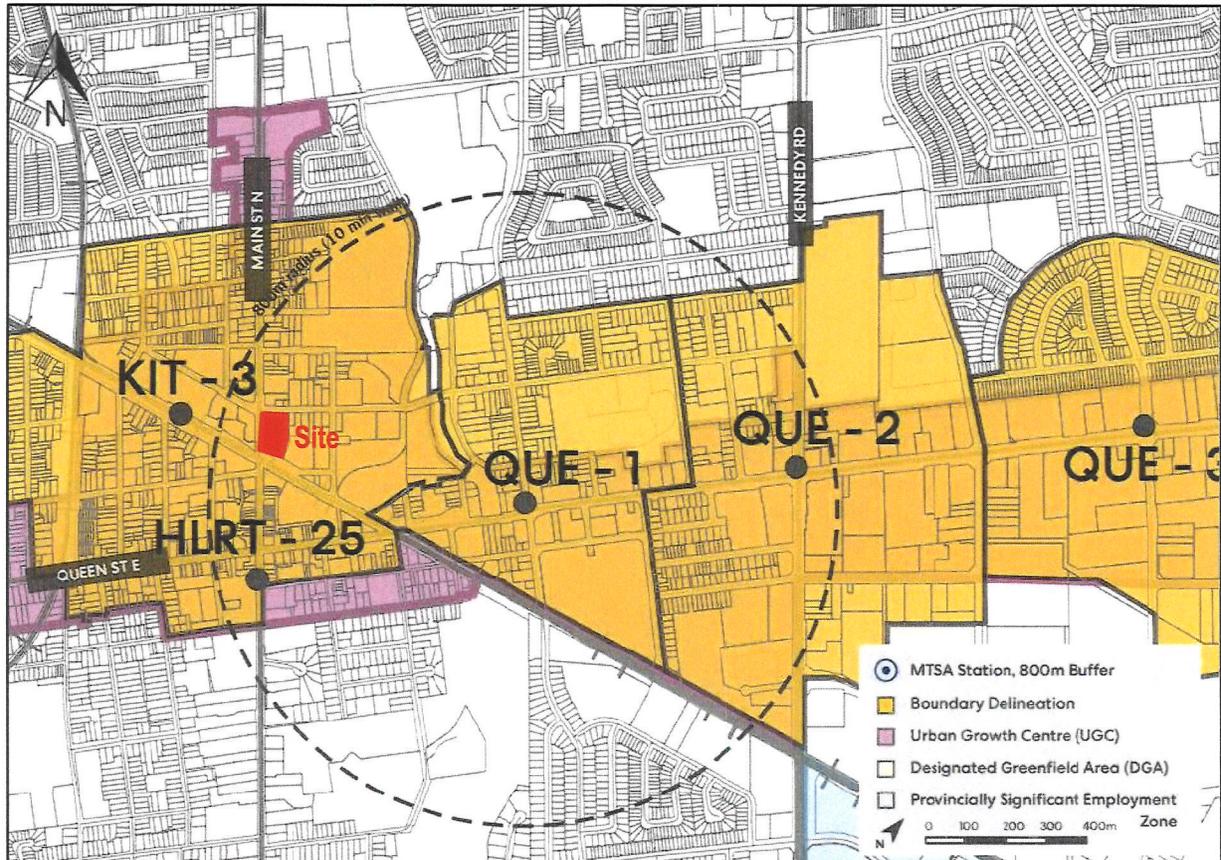
However, it is NexTrans' understanding that Brampton Council is currently put this project on hold given the priority given to the Main LRT. This project will be reinitiated once the Main LRT class environmental assessment study is completed.

2.6. Queen Street E Major Transit Station Area (MTSA)

The proposed development is located within 800 m radius the future proposed Major Transit Station Areas (MTSA) along Queen Street East at Centre Street, as identified in the Queen Street Major Transit Station Area Study currently underway.

In accordance with the City of Brampton Official Plan Section 3.2.4, MTSA's are planned to accommodate a concentration of higher density residential and/or commercial, institutional, or employment development around planned future higher order transit stations. **Figure 5** illustrates the future proposed Queen Street E/Centre Street MTSA's.

Figure 5 – Proposed Queen Street E/Centre Street MTSA's



Source: [Peel 2051 Official Plan Review – Major Transit Station Areas – Peel MTSA Profiles – Part 2, August 2021](#)

3.0 VEHICLE PARKING JUSTIFICATION BASED ON EMPIRICAL DATA

3.1. Proxy Site Parking Utilization Survey

NexTrans has conducted parking utilization survey at two proxy sites in the area with similar land use characteristics. The two proxy sites are located at 210 Steeles Avenue W and 220 Steeles Avenue W, in the City of Brampton.

The following is a brief description of each site:

- 210 Steeles Avenue W – total of 254 fully occupied units, 15 visitor parking spaces and 362 resident parking spaces, for a total of 379 vehicle parking spaces
- 220 Steeles Avenue W - total of 254 fully occupied units, 22 visitor parking spaces and 352 resident parking spaces, for a total of 374 vehicle parking spaces

The surveys were conducted on three consecutive days:

- Friday June 24, 2022 from 6pm to 12am
- Saturday June 25, 2022 from 6pm to 12am
- Sunday June 26, 2022 from 3pm to 11pm

The survey results as included in **Appendix B** indicates that:

- For 210 Steeles Avenue W Site - The average three-day survey parking rate for visitor is 0.02 spaces/unit, with maximum of 0.03 spaces/unit for visitor, as well as a minimum of 0.01 spaces/unit for visitor
- For 220 Steeles Avenue W Site - The average three-day survey parking rate for visitor is 0.05 spaces/unit, with maximum of 0.06 spaces/unit for visitor, as well as a minimum of 0.03 spaces/unit for visitor

3.2. Recommended Visitor Parking Rate

Based on the parking utilization study results noted, NexTrans recommends a visitor parking rate of 0.05 spaces/unit for the proposed development. As indicate through out this Letter, visitor can walk, cycle or take transit to and from the proposed development instead of driving private vehicles. This provision must be encouraged in order to reduce congestion and major infrastructure improvements for the area with the collective number of new developments and growth in the area.

4.0 VEHICLE PARKING JUSTIFICATION BASED ON POLICIES

4.1. Subject Site and Excellent Transit Access

As indicated, the proposed development is located within the Downtown Brampton and has access to major transit projects in the City of Brampton by Metrolinx such as Main LRT, Hurontario LRT, Queen BRT and Kitchener GO Line Expansion. The proposed development is located adjacent to the existing Brampton Transit bus stops (Route 2, 24, 25 and 216), as well as the Brampton GO Station on the Kitchener GO Line. The Kitchener GO Line is part of the Metrolinx GO Expansion program that will have all-day two-way and 15-minute service in the future.

4.2. Future Conditions

The Region of Peel is planning for more than 500,000 new residents and 250,000 new jobs in the Region by 2041. For this reason, as part of the Region of Peel Official Plan Review (Peel 2051), the Region is conducting Major Transit Station Areas Study along higher order transit corridors such as GO Train line, Light Trail Transit and Bus Rapid Transit. There are two potential MTSA's are identified at the Main Street/Queen Street and Queen Street/Centre Street. MTSA's are lands generally located within 800 metre radius (or about 10-minute walk) of a transit station or stop along higher order transit lines. Therefore, visitors and residents are encouraged to walk, cycle or taking transit to and from the proposed development and the area in order to reduce congestion in the area.

4.3. Existing Mode Share

Table 4 summarizes the travel mode information, based on the review of the 2016 Transportation Tomorrow Survey data for several representative traffic zones (3349, 3350, 3351 and 3492) in the area. The detailed analysis is included in **Appendix C**.

Table 4 – Modes of Travel based on 2016 TTS Data for Traffic Zones

Time Period	Auto Driver	Auto Passenger	Taxi/Paid Ride Share	Transit	Cycle	Walk
AM Peak Period (6:00-9:00 AM)	69%	6%	0%	22%	0%	3%
PM Peak Period (3:00-6:00 PM)	77%	7%	0%	15%	0%	2%

Based on the information outlines in the table above, the existing non-auto modal split in the area is approximately 31% and 23% during the morning and afternoon peak periods, respectively. This assessment suggests that there are viable alternative modes of transportation other than driving private automobiles to and from the proposed development.

Although this is a great trend, however, it is encouraged that visitors to use alternative modes of transportation such as transit and active transportation to visit the proposed development, instead of driving private vehicles.

4.4. City of Brampton Official Plan (Consolidated 2015)

Based on NexTrans' review of the City of Brampton Official Plan (Consolidated 2015), the following policies are identified under Section 4.5.3 (Transportation System and Demand Management Measures) and Section 4.5.5 (Parking Management):

- Policy 4.5.3.8 - The City shall develop a reduced parking strategy through secondary plans or zoning by-laws applicable to the office and retail areas to recognize the availability of and encourage the use of transit, carpools and vanpools. Within the Central Area, parking requirements for certain uses may be eliminated or reduced within the implementing Zoning By-law or Development Permit By-law regulations to both encourage appropriate development and recognize the pedestrian-oriented nature of the area.
- Policy 4.5.3.10 - The City shall require that appropriate transportation demand management measures to reduce single occupancy automobile trips are identified in transportation studies, including environmental assessments, traffic impact studies, and in development proposals.
- Policy 4.5.4.22 - The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.
- Policy 5.5.2 - The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.
- Policy 4.5.5.4 - The City shall encourage the efficient use of available parking facilities through the provision of shared parking.
- Policy 4.5.5.7 - The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips. Within the Central Area, the City may consider limiting or eliminating on-site parking requirements for specific developments or areas as determined to be appropriate on a site or area-specific basis.

Therefore, where possible, both visitor and residential parking must be reduced to meet the City's sustainability objectives as noted above.

4.5. City of Brampton 2019 Active Transportation Master Plan

It is NexTrans' understanding that Brampton City Council endorsed the proposed Active Transportation Master Plan that the City has initiated in January 2016. This is the first ever Active Transportation Master Plan created by the City of Brampton. The intents of this document are to develop a more comprehensive active transportation network that accommodates short trips, connection to key destinations, connection to transit (first and last mile) and address the missing gaps. With a complete network of sidewalk and cycling facilities in this area, the future residents can walk and cycling to work for the residents who will be working in the area, or they can walk and cycle to the future higher order transit network, the nearby MTSA's to connect to other part of the City and surrounding regions. Based on the justifications and reasons noted above, parking reduction is justified and must be implemented in order to achieve the sustainable policies and supporting new active transportation investments by the City and the Region for the area.

4.6. Province Proposed Elimination of Minimum Parking in Certain MTSA

Based on the information obtained from Ontario website (<https://news.ontario.ca/en/backgrounder/1004423/cutting-red-tape-to-build-more-homes>), the Province announced on Wednesday April 10, 2024 that the Province is proposing to remove the requirement on minimum parking requirements for developments located in certain areas near most major transit stations. This proposed change to the Planning Act would apply to lands, buildings or structures located within Protected Major Transit Station Areas or other areas around subway, rail, and rapid bus stations that are designated for higher density (e.g. Major Transit Station Areas). The proposed change would let homebuyers and homebuilders decide parking spaces for new residential development near higher order transit, based on market needs. This could remove construction costs of between \$2,000-\$100,000 per parking space per project, helping to make more projects viable. Under existing requirements in some municipalities, this could save up to \$50 million for a 500-unit development and make it cheaper to build and purchase new homes near transit. On this basis the proposed development is conforming with this new policy to build more homes and make the housing project more economically feasible.

4.6.1. City of Brampton No Minimum Parking Requirement in Downtown Areas

The City of Brampton has adopted Zoning By-law Amendment No. 45-2021 to the Zoning By-law No. 270-2004 for the Downtown, Central Area and Hurontario/Main Street Corridor. The By-law states that, notwithstanding any minimum parking requirement prescribed in Sections 10.9.2(a), 10.9.3, 20.3.1 and 30.5, there shall be no minimum required parking for any use within the boundaries of Schedule B-7. It should be noted that the proposed development is located within these areas. Given that the proposed development is located adjacent to three rapid transit lines (Main LRT, Hurontario LRT, Milton GO Line), it is recommended that the proposed development has lower visitor parking rate, or no minimum.

4.7. Vehicle Parking Reduction is Consistent with Provincial and Regional Direction

The Provincial Policy Statement, 2020 provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies which encourage land use patterns that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The Growth Plan (2019) contains policies related to reducing dependence on the automobile and promoting and supporting active transportation and transit. Discouraging auto-dependence requires that there are reasonable alternatives to cars available. All levels of government are making large investments to improve the transit system in Brampton and the broader region which includes the future Main LRT. The Region is working with the Province to ensure that areas near new stations develop in a transit-supportive way. Widely available automobile parking, mandated by parking minimums, supports continued widespread automobile use and puts the financial viability of the transit investments at risk. This is also addressed by the Growth Plan (2019) Policy 2.2.4.9 which says that "within all major transit station areas, development will be supported, where appropriate, by: c) providing alternative development standards, such as reduced parking standards." This higher-level provincial policy direction is consistent with the Region of Peel's comments on the development proposal, where they explicitly note that a parking reduction should be considered.

4.8. Increasing Housing Supply with Reducing Vehicle Parking Supply Costs

As indicated above, no minimum or reduced vehicle parking requirement will help keeping the construction and delivery of new housing units more affordable and feasible for this area and in the City of Brampton. Therefore, no minimum or reduced vehicle parking should be considered for the proposed development. One component that increases the cost of new units in multi-storey buildings, is the requirement to provide a minimum rate of parking; even in areas well serviced by transit with historically low vehicle ownership and use rates. The cost of providing one underground parking space is in the range of \$48,000 to \$160,000 per space due to the aggregate impact of land costs, constructability, site constraints and other factors leading to high construction costs (*Source: City of Toronto Presentation: Review of Parking Requirements for New Development - Sept 2021*). Furthermore, the more visitor parking spaces that a proposed development has to provide, the more expensive the maintenance costs will be for the owners. Monthly maintenance cost for a parking space could be up to \$100 per month, on top of the capital costs of a parking space. The provision of less parking can reduce overall maintenance costs and result in lower housing costs/greater housing affordability.

4.9. Visitor and Vehicle Parking Reduction Rates Will Help Supporting Local Businesses

A lower visitor and vehicle parking rates can help to support local businesses and improve the overall vibrancy of the community. When tenants are encouraged to use alternative forms of transportation, they are more likely to walk or bike to local shops, restaurants, and other businesses. This can help to support the local economy and create a more vibrant and dynamic community. A study from London England found that implementing policies aimed at reducing auto-dependence and encouraging transportation alternatives to automobiles, increased retail spend by 30% in local town centres and on main streets. And over a month, people who walk to the main street spend up to 40% more than people who drive there. (Source: <https://content.tfl.gov.uk/town-centres-report-13.pdf>).

This is consistent with other policy and design interventions implemented in other cities like the City of Toronto, New York City and Seattle. For example, the introduction of bike lanes, and the recent removal of parking minimums, on Vanderbilt Avenue, in New York City, led to a 102% increase in retail sales and, similarly, on Latona Avenue and 65 Street, in Seattle, a similar intervention increased retail sale by 400%. (Source: <https://www.toronto.ca/wp-content/uploads/2019/11/8fd3-Bloor-Bike-Lane-Economic-Impact-Research-Summary-2019.pdf>).

4.10. A Reduction of Vehicle Parking Requirement has a Number of General Benefits

A reduction in the minimum parking requirements which decreases vehicle trips and increases transit usage (as proven via the UCLA study above) also provides the following benefits:

- Reduced traffic congestion in the area. Refer to Section 3.2 (2016 TTS Mode Share) of this report which demonstrates that a reduction in vehicle parking reduces the number single-occupancy trips.
- Reduced GHG emissions. The grams of CO₂ per person kilometer traveled for a car is 243.8 grams, 20 grams for a streetcar, and zero grams for walking and biking.
(Source: <https://sensibletransport.org.au/project/transport-and-climate-change/>)
- Safer streets for all road users, other drivers, bicyclists, pedestrians. A new controlled study from the Department of Safety and the Environment Institute of Transport Economics in Oslo, Norway showed that the more bikes there were, the more drivers saw bikes and were able to coexist safely with riders. The number of accidents between cars and bicycles decreased substantially as the number of people riding bicycles increased.

4.11. Region of Peel Sustainable Transportation Strategy

It is NexTrans' understanding that in February 2018, the Regional Council approved the goal of a 50% modal split by 2041. The Sustainable Transportation Strategy Report (February 2018) provides the following framework for the Region to meet its goals by:

- increase the current 37% share of trips by walking, cycling, transit, carpooling and telework in Peel Region, to achieve a 50% sustainable mode share by 2041,
- accommodate growth in a way that prioritizes environmental, societal and economic sustainability, and
- contribute to a Regional transportation system that is safe, convenient, efficient, multi-modal, well-integrated and sustainable.

The Strategy focused on building complete street to provide sidewalks and cycling facilities, expand carpool lot and promote more carpooling, telework and parking management.

It is evident that parking management, either visitor or residential requirements, is the best measure to support this Strategy given that reduce parking in new development will encourage new residents to consider other sustainable modes of transportation such as walking, cycling and public transit.

4.12. Conclusion on Why Visitor Vehicle Parking Rate Reduction is Justified

Based on the comprehensive justifications provided above, it is concluded that reduction to the residential parking rate is justified, desirable and would support the City of Brampton Official Plan Policies:

- The proxy parking utilization survey indicates that 0.50 spaces/unit for visitor can be achieved
- The proposed visitor parking rate reductions would be consistent with the PPS, the Growth Plan, the Region's comments on this specific development proposal and the approaches followed by many municipalities in the GTA. In particular, the experience in these other cited municipalities demonstrates that automobile parking minimums can be eliminated and still achieve Official Plan policies which require adequate or sufficient parking off-street or on-site.
- Given these considerations, and in the context of the future Main LRT, Hurontario LRT, future Queen BRT and GO Transit Expansion project that definitively ties minimum parking standards to increased automobile usage, the proposed reduction to the minimum automobile parking requirements is justified, desirable and would better support the Official Plan's vision to:
 - create compact complete communities
 - encourage transportation alternatives to automobiles
 - be consistent with policies aimed at reducing auto-dependence
 - support and encourage land- and cost-efficient forms
 - provide for efficient use of land next to planned transit

5.0 CONCLUSION AND RECOMMENDATION

Based on the comprehensive justifications from both empirical data and policy perspectives, the recommended visitor parking rate of 0.05 spaces/unit is reasonable and justified. From a transportation planning and congestion reduction perspective, parking supply must be reduced as much as possible to meet the MTSA requirements and the City/Region's Official Plan sustainable objectives and policies.

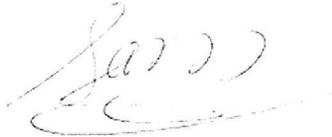
We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Nextrans Consulting Engineers

A Division of NextEng Consulting Group Inc

Prepared by:



Sam Nguyen, Dipl.
Transportation Analyst

Approved by:



Richard Pernicky, MITE
Principal

Appendix A

Proposed Site Plan



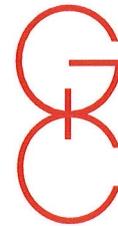
PROPOSED MIXED USE DEVELOPMENT

122-130 MAIN ST. N.

THE HI-RISE GROUP

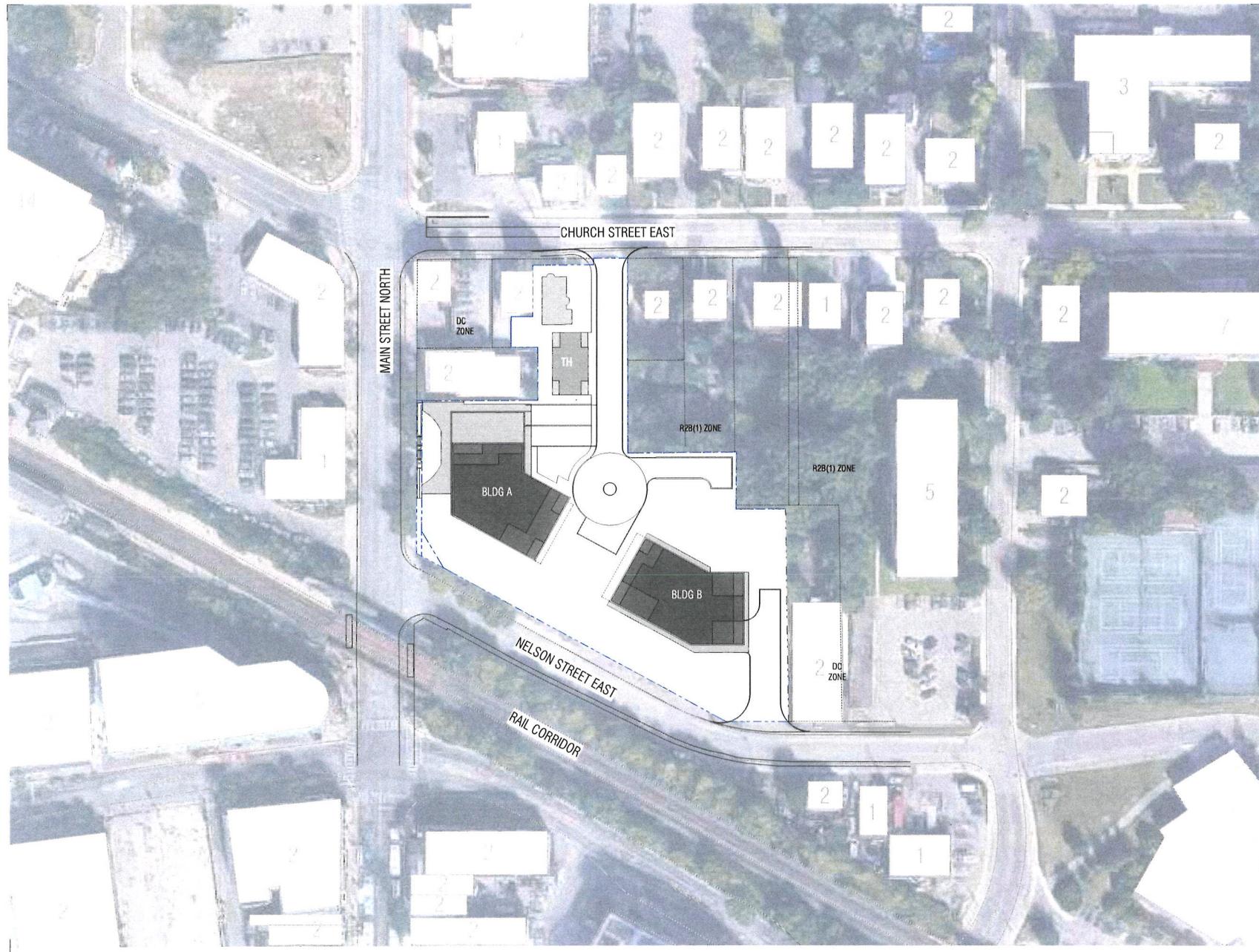
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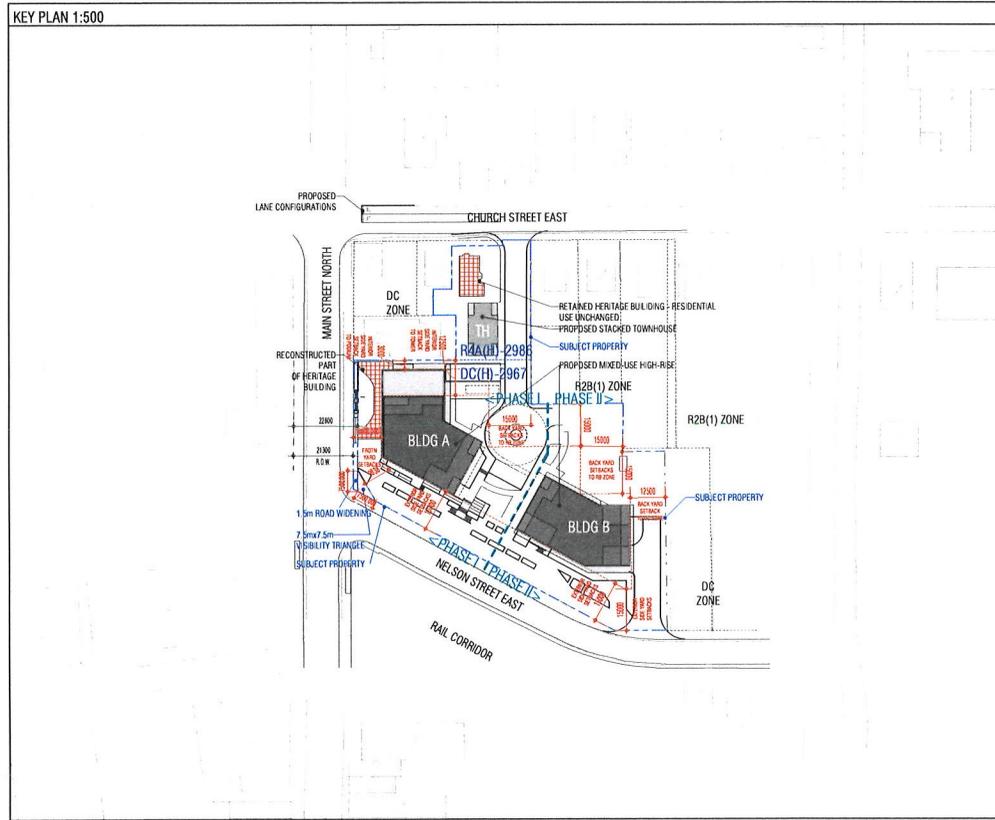
NO.	DATE	DESCRIPTION	ISSUED BY
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002	NOV 26 2021	ISSUED FOR S.P.A.	B.G.
003	AUG 31 2022	ISSUED FOR S.P.A.	B.G.
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006	JUL 26 2024	ISSUED FOR S.P.A.	B.G.

No.	Date	Description	Issued by


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PROJECT NAME: MANSION DEVELOPMENT
ROSE GARDEN
 122-130 MAIN ST N

DESCRIPTION	DATE
Project Architect	B.G.
Assistant Designer	A.G.
Drawn By	A.G.
Checked By	D.B.
Plot Date	Jul 26 2024
Job #	1879 20



SURVAY INFO

PLAN OF SURVEY OF PART OF LOTS 50, 51, 52, 55, 56, 57, 58, 59, 85 AND 86 ALL OF LOTS 53 AND 54 REGISTERED PLAN BR-2 CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEEL

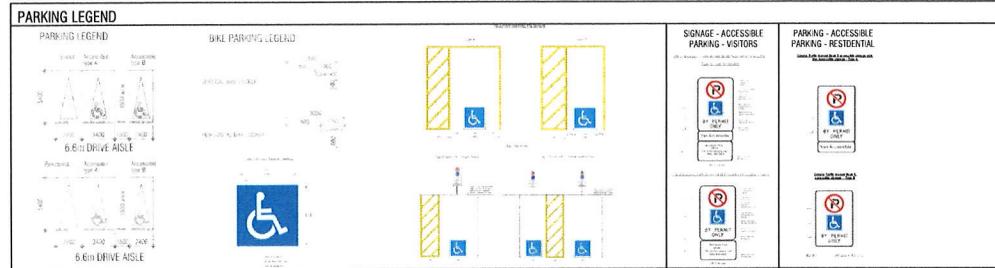
SCALE: 1:250

G.F.A DEFINITIONS

FLOOR AREA, GROSS shall mean the aggregate of the areas of all floors in a building, whether at above or below established grade, measured from the exterior of the outside walls, but excluding any parts of the building used for mechanical equipment relating to the operation or maintenance of the building, stairwells or elevators.

FLOOR AREA, GROSS COMMERCIAL shall mean the aggregate of the areas of each storey, at above or below established grade, measured from the exterior of the outside walls, but excluding any parts of the building used for mechanical equipment, stairwells, elevators, or any part of the building below established grade used for storage purposes.

FLOOR AREA, GROSS RESIDENTIAL shall mean the aggregate of the area of all floors in a building, whether at above or below established grade, measured between the exterior walls of the building, but excluding any porch, veranda, unfinished attic, basement or any floor area used for building maintenance or service equipment, loading area, common laundry facilities, common washrooms, common children's play area, recreation area, parking of motor vehicles, or storage.



PROJECT STATISTIC

PROJECT STATISTICS
JOB No: 182720
DATE: Jul 10 2024

STATISTICS

01 SITE	Area	2800	2800	100%	2722	2.74
02 G.C.A Above Grade	BLDG A	433.2 m ²	433.2 m ²	100%	402.8	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3	0.00
03 G.F.A Above Grade	BLDG A	433.2 m ²	433.2 m ²	100%	402.8	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3	0.00
04 BUILDING HEIGHT	BLDG A	15.00 m	15.00 m	100%	15.00 m	0.00
	BLDG B	15.00 m	15.00 m	100%	15.00 m	0.00
05 UNIT COUNT*	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
06 A RENTAL UNIT TYPES*	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
06 B CONDOMINIUM UNIT TYPES*	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
06 C TOWNHOUSE UNIT TYPES*	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
07 A PARKING - LANDS ZONED DOWNTOWN COMMERCIAL (DC(H))	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
07 B PARKING - LANDS ZONED RESIDENTIAL (R2A(H))	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
08 BICYCLE PARKING	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
09 AMENITY (sqm)	BLDG A	433.2 m ²	433.2 m ²	100%	402.8 m ²	0.00
	BLDG B	2095.0 m ²	2095.0 m ²	100%	2074.5 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00
	Total	2528.2 m ²	2528.2 m ²	100%	2477.3 m ²	0.00

DRAWING LIST

A.101 - CONTEXT PLAN	A.401 - ELEVATIONS - NORTH ELEVATION
A.102 - SITEPLAN STATISTICS AND NOTES	A.402 - ELEVATIONS - SOUTH ELEVATION
A.103 - SITEPLAN	A.403 - ELEVATIONS - WEST ELEVATION
A.201 - UNDERGROUND LEVEL 2 FLOOR PLAN	A.404 - ELEVATIONS - EAST ELEVATION
A.202 - UNDERGROUND LEVEL 1 FLOOR PLAN	A.405 - INTERNAL ELEVATIONS
A.301 - GROUND (1ST) FLOOR PLAN	A.406 - STACKED TOWNHOUSE ELEVATIONS
A.302 - 2ND FLOOR PLAN	A.501 - SECTIONS SET 1 - SECTION A-A
A.303 - 3RD FLOOR PLAN	A.502 - SECTIONS SET 2 - SECTIONS B-B, C-C, D-D
A.304 - 4TH FLOOR PLAN	A.503 - SECTIONS SET 3 - SECTIONS E-E, F-F,
A.305 - 5TH FLOOR PLAN	A.601 - PERSPECTIVE VIEW
A.306 - TYPICAL FLOOR PLAN (TOWER A-TYP 1 (6-27 FLR))	A.602 - PERSPECTIVE VIEW
A.307 - TYPICAL FLOOR PLAN (TOWER A-TYP 2 (28-35 FLR))	A.603 - PERSPECTIVE VIEW

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GRAZIAN CORAZZA ARCHITECTS

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PHONE: 905 791 2801 FAX: 905 791 2844 WWW.GCA-ARCHITECTS.COM

PROPOSED MEDICAL DEVELOPMENT

ROSE GARDEN

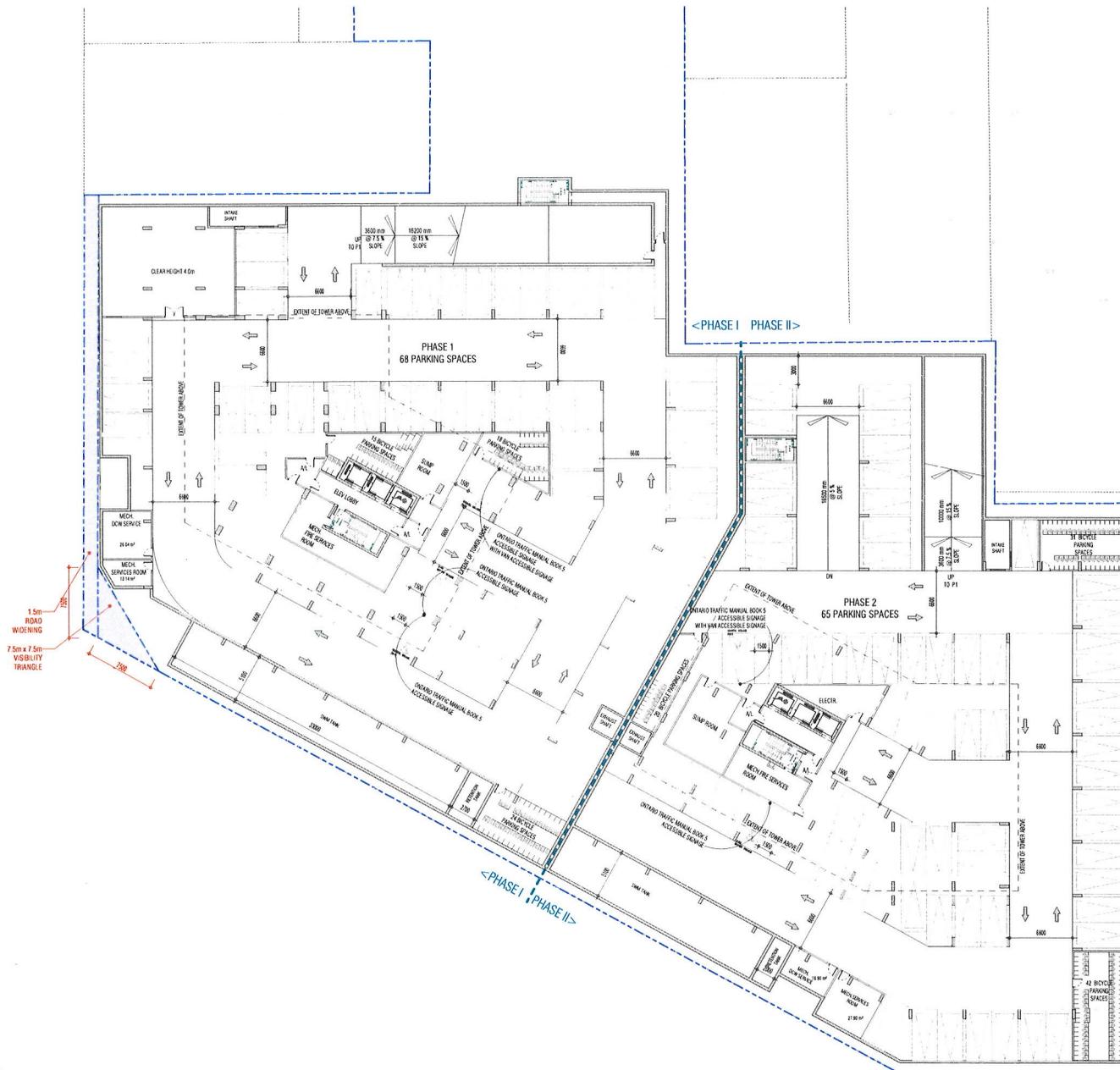
122-130 MAIN ST N

BRAMPTON ONTARIO

Project Architect: B.G.
Assistant Designer: A.G.
Drawn By: A.G./J.K.
Checked By: D.B.
Plot Date: Jul 26, 2024
Job #: 182720

SITEPLAN STATISTICS AND NOTES

A.102



PARKING LEGEND

6.6m DRIVE AISLE

6.6m DRIVE AISLE

42 BIKE SPACES

BIKE PARKING LEGEND

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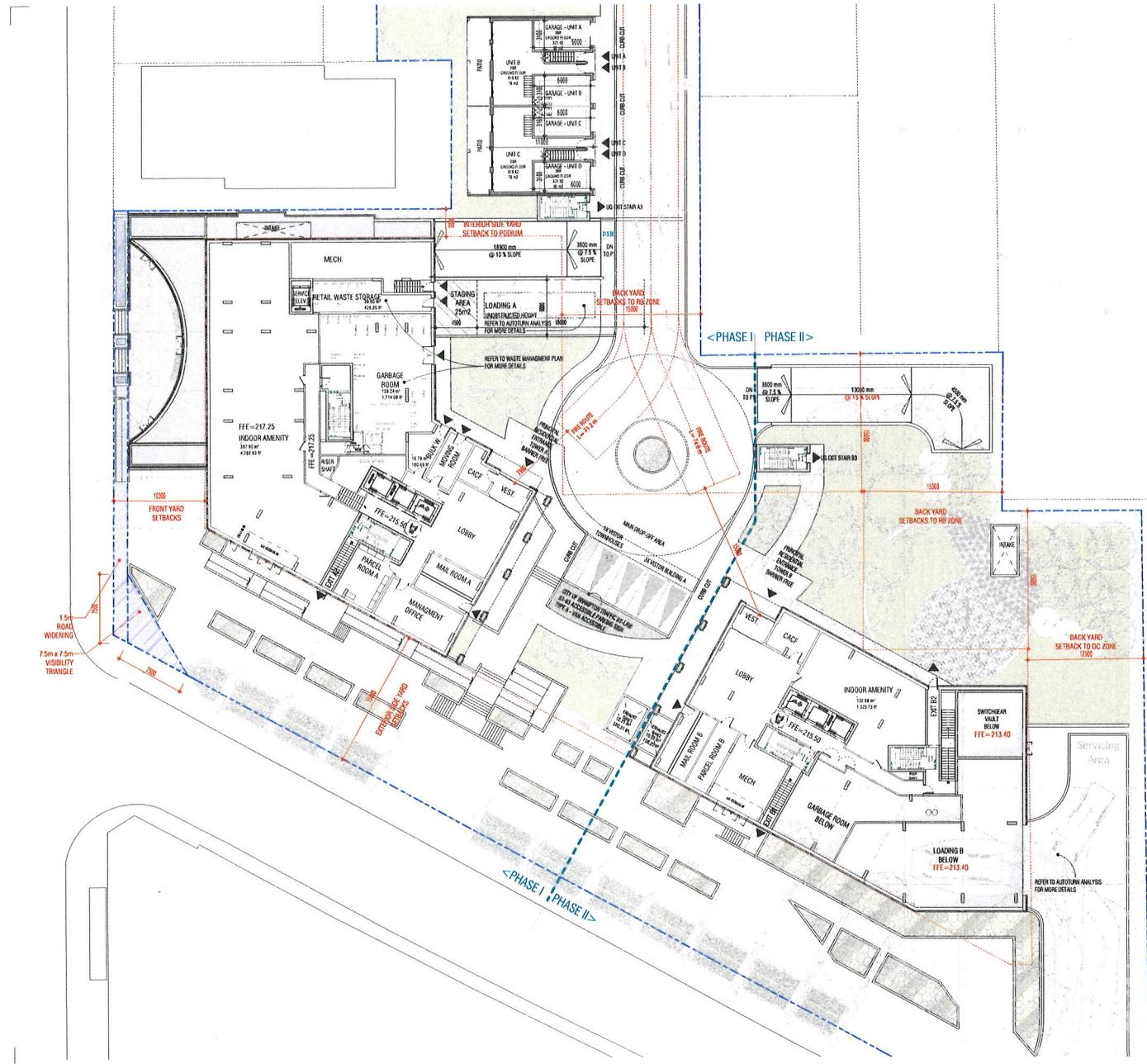
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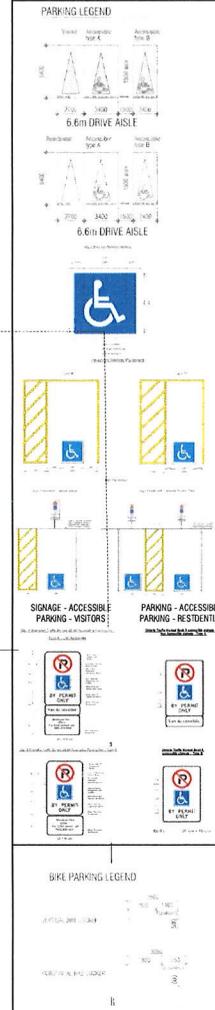
PROPOSED MIXED USE DEVELOPMENT
ROSE GARDEN
 122-130 MAIN ST N
 CANADIA

Project Architect: B.G.
 Assistant Designer: A.G.
 Drawn By: A.G./A.D./J.K.
 Checked By: D.B.
 Plot Date: Jul 26 2024
 Job #: 1829 20

P2 FLOOR
 1:200 A.201



PARKING LEGEND



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 4400 AVE STREET, SUITE 200, CHICAGO, ILLINOIS 60630
 PHONE: 773.261.7811 FAX: 773.261.7844 WWW.GC-ARCHITECTS.COM

PROPOSED MASS USE DEVELOPMENT
ROSE GARDEN
 122-130 MAIN ST N
 CHICAGO

Prepared By:	B.G.
Assistant Designer:	A.G.
Drawn By:	A.G. / A.D. / J.K.
Checked By:	D.B.
Plot Date:	Jul 26 2024
Job #:	1829 20

GROUND (1ST) FLOOR PLAN



1:200 A.301

Appendix B

Parking Utilization Survey Results

210 Steeles Avenue Parking Utilization Survey (Friday June 24 to Sunday June 26)

Description	Total Parking Spaces	Parking Rate
Visitor	15	0.06 spaces/unit
Resident (265 spaces underground + 97 surface)	362	1.43 spaces/unit
Total Residential Units	254	

Friday June 24, 2022					
Time	Visitor Demand	Resident Underground	Resident Surface	Visitor Rate	Resident Rate
18:00	6	119	15	0.02	0.53
18:30	7	127	17	0.03	0.57
19:00	5	125	19	0.02	0.57
19:30	6	134	16	0.02	0.59
20:00	4	139	14	0.02	0.60
20:30	7	140	15	0.03	0.61
21:00	8	145	12	0.03	0.62
21:30	4	142	17	0.02	0.63
22:00	5	149	19	0.02	0.66
22:30	3	145	20	0.01	0.65
23:00	5	146	20	0.02	0.65
23:30	4	150	20	0.02	0.67
0:00	3	152	20	0.01	0.68
Average Parking Utilization Rates				0.02	0.62

Saturday June 25, 2022					
Time	Visitor Demand	Tenant Underground	Tenant Onground	Visitor Rate	Resident Rate
18:00	5	112	20	0.02	0.52
18:30	4	120	20	0.02	0.55
19:00	5	127	21	0.02	0.58
19:30	6	130	19	0.02	0.59
20:00	7	131	16	0.03	0.58
20:30	7	140	15	0.03	0.61
21:00	7	141	13	0.03	0.61
21:30	8	143	16	0.03	0.63
22:00	7	142	15	0.03	0.62
22:30	5	142	18	0.02	0.63
23:00	4	145	19	0.02	0.65
23:30	4	150	19	0.02	0.67
0:00	3	154	19	0.01	0.68
Average Parking Utilization Rates				0.02	0.61

Sunday June 26, 2022					
Time	Visitor Demand	Tenant Underground	Tenant Onground	Visitor Rate	Resident Rate
15:00	8	131	14	0.03	0.57
15:30	8	130	11	0.03	0.56
16:00	8	127	11	0.03	0.54
16:30	8	125	12	0.03	0.54
17:00	7	129	12	0.03	0.56
17:30	6	130	11	0.02	0.56
18:00	7	133	14	0.03	0.58
18:30	8	136	14	0.03	0.59
19:00	4	135	16	0.02	0.59
19:30	2	139	17	0.01	0.61
20:00	2	139	19	0.01	0.62
20:30	3	140	20	0.01	0.63
21:00	3	140	20	0.01	0.63
Average Parking Utilization Rates				0.02	0.58

Overall Survey Duration Average Parking Utilization Rates				0.02	0.60
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220 Steeles Avenue Parking Utilization Survey (Friday June 24 to Sunday June 26)

Description	Total Parking Spaces	Parking Rate
Visitor	22	0.09 spaces/unit
Resident (257 spaces underground + 95 onground)	352	1.39 spaces/unit
Total Residential Units	254	

Friday June 24, 2022					
Time	Visitor Demand	Tenant Underground	Tenant Onground	Visitor Rate	Resident Rate
18:00	11	130	14	0.04	0.57
18:30	13	129	13	0.05	0.56
19:00	12	125	15	0.05	0.55
19:30	14	124	17	0.06	0.56
20:00	13	141	19	0.05	0.63
20:30	15	143	13	0.06	0.61
21:00	11	142	15	0.04	0.62
21:30	10	141	12	0.04	0.6
22:00	13	145	16	0.05	0.63
22:30	12	143	18	0.05	0.63
23:00	15	145	19	0.06	0.65
23:30	12	143	21	0.05	0.65
0:00	11	142	21	0.04	0.64
Average Parking Utilization Rates				0.05	0.61

Saturday June 25, 2022					
Time	Visitor Demand	Tenant Underground	Tenant Onground	Visitor Rate	Resident Rate
18:00	14	129	14	0.06	0.56
18:30	15	127	15	0.06	0.56
19:00	15	125	17	0.06	0.56
19:30	14	120	17	0.06	0.54
20:00	12	125	18	0.05	0.56
20:30	12	128	20	0.05	0.58
21:00	11	129	21	0.04	0.59
21:30	13	131	21	0.05	0.6
22:00	13	135	21	0.05	0.61
22:30	15	138	21	0.06	0.63
23:00	14	140	21	0.06	0.63
23:30	14	141	21	0.06	0.64
0:00	14	145	21	0.06	0.65
Average Parking Utilization Rates				0.06	0.59

Sunday June 26, 2022					
Time	Visitor Demand	Tenant Underground	Tenant Onground	Visitor Rate	Resident Rate
15:00	8	133	16	0.03	0.59
15:30	9	130	18	0.04	0.58
16:00	9	127	19	0.04	0.57
16:30	9	127	20	0.04	0.58
17:00	10	125	19	0.04	0.57
17:30	11	122	20	0.04	0.56
18:00	10	122	21	0.04	0.56
18:30	12	124	21	0.05	0.57
19:00	14	125	21	0.06	0.57
19:30	13	122	21	0.05	0.56
20:00	14	126	21	0.06	0.58
20:30	14	128	21	0.06	0.59
21:00	14	130	21	0.06	0.59
Average Parking Utilization Rates				0.05	0.57

Overall Survey Duration Average Parking Utilization Rates				0.05	0.59
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Appendix C

2016 TTS Data Analysis

Mode of Transportation - AM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

Primary travel mode of trip - mode_prime In B

C D G J M P T U W

and

2006 GTA zone of household - gta06_hhld In 3349

3350 3351 3492

and

Start time of trip - start_time In 600-900

and

Type of dwelling unit - dwell_type In 2

Trip 2016

Table:

Mode of Transportation/Traffic Zones	3349	3350	3351	3492	Total	Percentage
Transit excluding GO rail	70	49	42	81	242	14%
Auto driver	198	102	544	323	1167	69%
GO rail only	0	0	46	30	76	5%
Joint GO rail and local transit	13	0	13	22	48	3%
Auto passenger	72	0	18	14	104	6%
Walk	0	27	0	23	50	3%
Total	353	178	663	493	1687	100%

Mode of Transportation - PM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

Primary travel mode of trip - mode_prime In B C D G J M P T U W
and

2006 GTA zone of household - gta06_hhld In 3349 3350 3351 3492
and

Start time of trip - start_time In 1600-1900
and

Type of dwelling unit - dwell_type In 2

Trip 2016

Table:

Mode of Transportation/Traffic Zones	3349	3350	3351	3492	Total	Percentage
Transit excluding GO rail	26	19	111	38	194	9%
Auto driver	300	183	655	500	1638	77%
GO rail only	0	0	46	30	76	4%
Joint GO rail and local transit	13	0	7	22	42	2%
Auto passenger	13	0	110	26	149	7%
Walk	0	14	0	23	37	2%
Total	352	216	929	639	2136	100%

Zoning Non-compliance Checklist

File No.

A-2024-6352

Applicant: Rose Garden Investments LP

Address: 122-130 Main Street North, 6 & 7 Nelson Street East, 7 & 11 Church Street East

Zoning: DC(H)-Section 2967 and R4A(H)-Section 2968

By-law 270-2004, as amended

Category	Proposal	By-law Requirement	Section #
USE			
LOT DIMENSIONS AREA / DEPTH / WIDTH			
BUILDING SETBACKS FRONT / SIDE / REAR	To permit a maximum front yard setback (Main Street North) of 8.5 metres	whereas the by-law permits a maximum front yard setback of 3.0 metres.	2967.2.8
	To permit a minimum front yard setback of 8.5 metres to a tower and 0.0 metres to a podium	whereas the by-law requires a minimum front yard setback of 10.0 metres to a tower and 1.7 metres to a podium.	2967.2.9
	To permit an interior side yard setback of 0.0 metres to a podium abutting a commercial zone	Whereas the by-law permits a minimum interior side yard setback of 0.5 metres podium abutting a commercial zone.	2967.2.10 a)
	To permit an exterior side yard setback of 9.5 metres to a podium	whereas the by-law requires a minimum exterior side yard setback of 15.0 metres	2967.2.11
	To permit a minimum rear yard setback of 1.2 metres to a zone boundary	whereas the by-law requires a minimum rear yard setback of 10.0 metres to the zone boundary	18.1.2.f)
BUILDING SIZE			
BUILDING HEIGHT	To permit a maximum building height of 35 storeys	whereas a maximum building height of 29-storeys is currently permitted.	2967.2.12
GFA	To permit a minimum non-residential gross floor area of 405 square metres,	whereas a minimum non-residential gross floor area of 2000.0 metres is currently permitted.	2967.2.20
TOWER SEPARATION			
ENCROACHMENTS			
PARKING	To permit a visitor parking rate of 0.05 spaces per unit,	Whereas the by-law requires a minimum visitor parking rate of 0.20 spaces per unit	20.3
SCHEDULE "C"			

Amanda Dickie
Reviewed by Zoning

September 12.24
Date