



A-2024-0433

FILE NUMBER:

~~A-2024-0434~~

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)** Primont (M3 Condos) Inc.
Address 9130 Leslie Street, Suite 301
Richmond Hill, ON
L4B 0B9
Phone # 905-770-7002 x867 **Fax #** _____
Email carmela@primont.com

2. **Name of Agent** Glen Schnarr & Associates Inc. c/o Herman Wessels
Address 10 Kingsbridge Garden Circle, Suite 700
Mississauga, ON
L5R 3K6
Phone # 416-670-2984 **Fax #** _____
Email hermanw@gasai.ca

3. **Nature and extent of relief applied for (variances requested):**
A reduction in the required residential parking . The Zoning By-Law requires 1 per unit where as we are proposing 0.8 per unit.
Increase in height. The site-specific Zoning By-law limits buildings situated more than 68.0 metres from the exterior lot line (Sandalwood Parkway) to a maximum height of 12 storeys. However, the current proposal envisions a building height of 14 storeys.

4. **Why is it not possible to comply with the provisions of the by-law?**
Variances are required to facilitate the implementation of the proposed development on the subject lands and achieve the most desirable and efficient use of the site. Please refer to the enclosed Cover Letter for further detail.

5. **Legal Description of the subject land:**
Lot Number BLOCK 1, PLAN 43M1985 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 2 AND 3, PLAN 43R36499 AS IN PR2711856 SUBJECT TO AN EASEMENT IN GROSS OVER PART 2, PLAN 43R36499 AS IN PR2711857 CITY OF BRAMPTON
Plan Number/Concession Number _____
Municipal Address 10629 Mississauga Road, Brampton

6. **Dimension of subject land (in metric units)**
Frontage 124.65m
Depth 163.49
Area 17,053m²

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

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

EXISTING BUILDINGS/STRUCTURES on the subject land:

The subject lands are currently vacant.

Five horizontal lines for providing details of existing buildings/structures.

PROPOSED BUILDINGS/STRUCTURES on the subject land:

A residential development is being proposed consisting of two towers. Refer to the cover letter for more detail.

Five horizontal lines for providing details of proposed buildings/structures.

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	n/a
Rear yard setback	n/a
Side yard setback	n/a
Side yard setback	n/a

PROPOSED

Front yard setback	First 2 storeys: 3m, 3rd storey to 7th : 4m, 8th to 30th: 6m
Rear yard setback	15m
Side yard setback	First 5: 24m, 6th to 9th: 25m, 10th to 30th: 34m
Side yard setback	First 7 storeys: 3.5m 8th to 30th: 4m.

10. Date of Acquisition of subject land: April 2004

11. Existing uses of subject property: Vacant

12. Proposed uses of subject property: Residential

13. Existing uses of abutting properties: Residential and Commercial

14. Date of construction of all buildings & structures on subject land: n/a

15. Length of time the existing uses of the subject property have been continued: n/a

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

Municipal Well Other (specify) _____

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

Municipal Septic Other (specify) _____

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

Sewers 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 X No

If answer is yes, provide details: File # SPA-2022-0225 Status Site Plan Agreement Preparation

18. Has a pre-consultation application been filed?

Yes X No

19. Has the subject property ever been the subject of an application for minor variance? Yes No X Unknown

If answer is yes, provide details:

File # Decision Relief
File # Decision Relief
File # Decision Relief

Handwritten signature of Herman Wessels

Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Mississauga
THIS 1st DAY OF November, 20 24.

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

I, Herman Wessels, OF THE Town OF Oakville

IN THE Region OF Halton 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 Mississauga
IN THE Region OF
Peel THIS 1st DAY OF
November 20 24.

Handwritten signature of Laura Kim Amorim

Signature of Applicant or Authorized Agent

Signature of Laura Kim Amorim
A Commissioner etc.

Laura Kim Amorim, a Commissioner, etc.,
Province of Ontario, for
Glen Schnerr & Associates Inc.
Expires March 3, 2026.

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 Date

DATE RECEIVED November 19, 2024

Handwritten initials GJ

APPOINTMENT AND AUTHORIZATION OF AGENT

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

LOCATION OF THE SUBJECT LAND: 10629 Mississauga Road, Brampton

I/We, Primont (M3 Condos) Inc.
please print/type the full name of the owner(s)

the undersigned, being the registered owner(s) of the subject lands, hereby authorize

Glen Schnarr & Associates c/o Herman Wessels
please print/type the full name of the agent(s)

to make application to the **City of Brampton Committee of Adjustment** in the matter of an application for **minor variance** with respect to the subject land.

Dated this 1st day of November, 2024.



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

Joe Montesano

(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.

PERMISSION TO ENTER

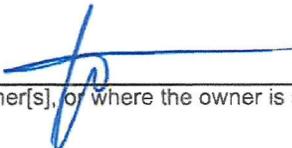
To: The Secretary-Treasurer
Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

LOCATION OF THE SUBJECT LAND: 10629 Mississauga Road, Brampton

I/We, Primont (M3 Condos) Inc.
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 1st day of November, 2024.



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

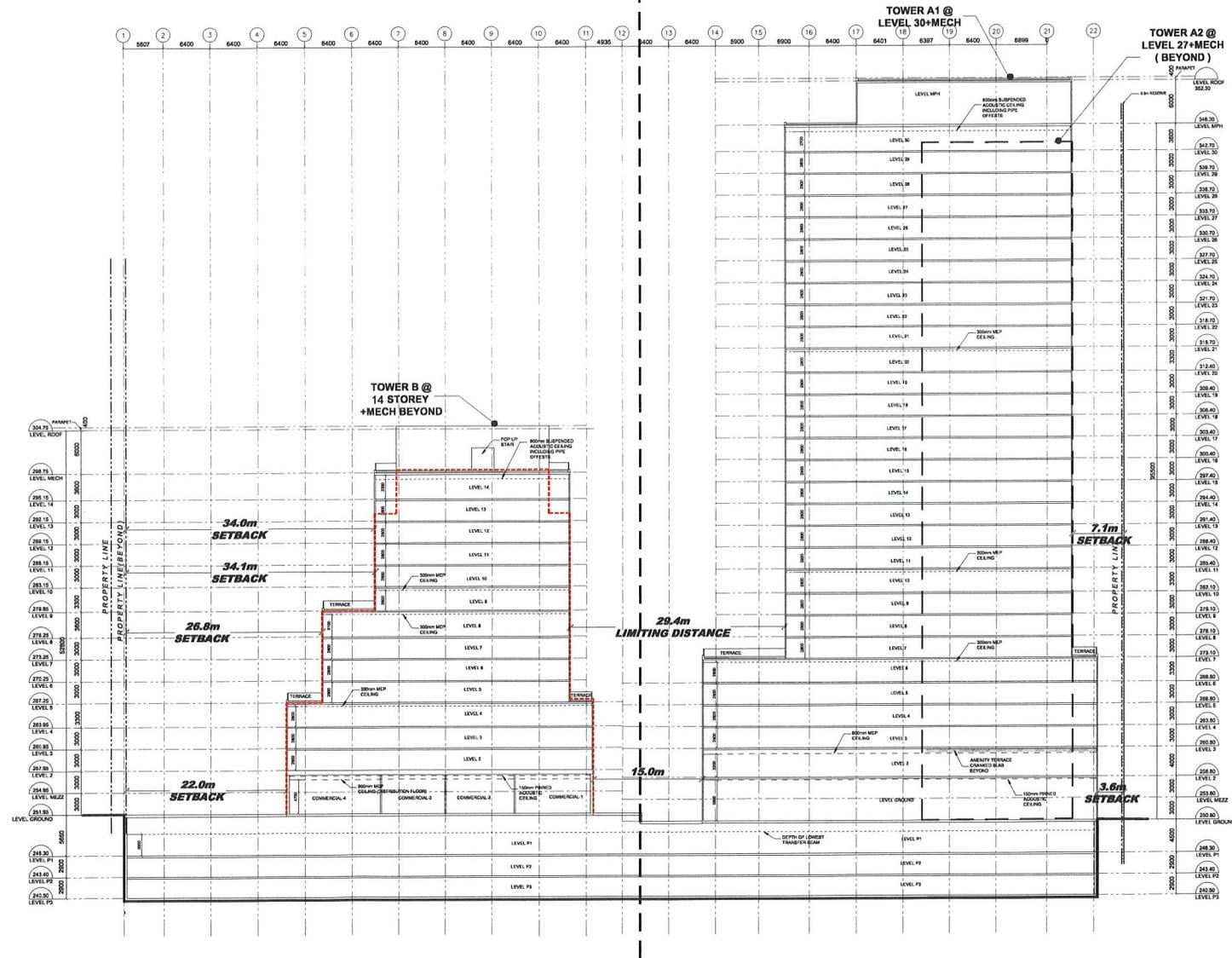
Joe Montesano

(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

PHASE 1 PHASE 2



1 SECTION-1
A404

4. REVISION FOR SPA	BY SPA 2024
3. REVISION FOR SPA	BY SPA 2023
2. REVISION FOR SPA	BY SPA 2023
1. REVISION FOR SPA COORDINATION	BY SPA 2023
1. REVISION FOR SPA & SPA FOR CONCEPT	BY SPA 2023

No. Revisions Date
 ALL DRAWINGS, SPECIFICATIONS AND RELATED DOCUMENTS ARE THE COPYRIGHT PROPERTY OF THE ARCHITECT AND MUST BE RETURNED UPON REQUEST. REPRODUCTION OF DRAWINGS, SPECIFICATIONS AND RELATED DOCUMENTS IN PART OR WHOLE IS FORBIDDEN WITHOUT THE ARCHITECT'S WRITTEN PERMISSION.

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB

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SANDALWOOD PARKWAY
 20, 30, 40 KENT ROAD
 BRAMPTON, ONTARIO, L7A 4S6
 CITY FILE NUMBER: SPA-2022-0225



Drawn: ST, IT Scale: 1:300
 Checked: BL Date: 01 MARCH 2024

Title: SECTION-1

Project No: 17-286 Drawing No: A404

01 October 2024

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

Re: Parking Justification Letter – Primont M3 Condos, Brampton

1. Introduction

GHD Ltd. has been retained to provide a parking justification letter in support of a minor variance application to reduce the resident parking supply for the Primont M3 residential development located in the City of Brampton.

The subject site is located in the northeast corner of Mississauga Road and Sandalwood Parkway West and is proposed to consist of a residential tower development with a total of 1,062 dwelling units and 1,568 m² of commercial GFA.

A reduction in the total parking supply for residents is proposed to reflect the site's location within the Mount Pleasant Community. The Mount Pleasant Community is an "urban transit village" which is developed around and based on transit and active transportation. The vision for Mount Pleasant is to develop a community that is highly integrated through its road and pathway networks, supporting compact, sustainable development and promoting healthy, active lifestyles. Key elements such as land use, community design, housing forms and densities, open spaces, natural heritage systems, and recreational amenities, including trails, are designed to encourage the use of local and regional transit services. These transit connections will be anchored by the Mount Pleasant Village Mobility Hub, the GO Station, and Brampton's Zum Rapid Transit system, which will provide efficient transit access along Bovaird Drive to Mississauga Road.

The location of the subject site is illustrated in **Figure 1** below.



Figure 1 Site Location

2. Transit Service

Brampton Transit

Brampton Transit currently has existing routes located to the south and east of the proposed site. To the south, there is a stop location at Bovaird Drive and Mississauga Road for connection to the Züm Queen Street West route. To the east, there is a stop located on Veterans Drive approximately 300 metres to the east of the proposed site with connection to Route 26 Mount Pleasant. These routes both have connections to Mount Pleasant Go Station which provides Go Rail and Go Bus Services travelling to Guelph, Georgetown, Toronto, Mississauga, and Kitchener.

In May 2024 the Region of Peel issued a notice of approval with modifications for the City of Brampton New official Plan. **Figure 2** below illustrates future transit routes adjacent to the proposed site from Schedule 3B of the plan which includes a potential future rapid transit route along Mississauga Road.



Figure 2 Brampton Plan Schedule 3B: Transit Network

A transit stop is being constructed at the northeast corner of Mississauga Road and Sandalwood Parkway as part of the Region’s current capital project to widen Mississauga Road along with a new multi-use pathway along the east side of Mississauga Road. Construction began in 2023 and is scheduled to be completed in 2026.

3. Existing By-law

APPROVED SITE-SPECIFIC ZONING BY-LAW REQUIREMENT

The Primont (M3 Condo) is subject to Zoning By-law 53-2023, a By-law that amends Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the visitor parking as follows:

- Residents: A minimum of 1.0 parking space per unit
- Visitors: A minimum of 0.20 parking spaces per unit
- Commercial Retail visitor spaces to be shared with residential visitor spaces

Application of the site-specific parking rates to the subject site results in the following parking space requirements:

- Resident: 1.0 parking space per unit x 1,062 dwelling units = 1,062 parking spaces
- Visitors: 0.20 parking spaces per unit x 1,062 dwelling units = 212 parking spaces

In total, the subject site is required to provide a total of 1,274 parking spaces.

A minor variance is being sought from the site specific By-law requirement to reduce the resident parking requirement to 0.80 spaces per unit while maintaining the visitor parking requirement at 0.20 spaces per unit.

4. Support for Parking Reduction

PROXY SURVEYS

To support the proposed reduction in resident parking supply, GHD completed a parking demand survey of the recently occupied and registered condominium (2023) MontVert (M2) Condo, which is located east of the subject site on Sandalwood Parkway at 215 Veterans Drive. The location of the proxy site is shown in the figure below.



Figure 3 Proxy Site Location

The following information was provided by the property management regarding the unit count and parking provision:

- The development consists of a total of 255 residential units and 271 resident parking spaces, providing resident parking at a rate of 1.06 spaces per unit.
- A total of 10 units remained unsold at the time the survey was undertaken.
- Every unit is provided one parking space with the purchase of the unit, unbundled parking is not an option at this location.
- Every purchaser is also provided the opportunity to purchase a second parking space from the additional 16 spaces available. To date, only 7 of the 16 spaces have been purchased.

GHD contracted Ontario Traffic Inc. to conduct a parking demand survey of the existing resident parking demand for the M2 condos on Sunday, August 11th, 2024, and Monday, August 12th, 2024. The survey was conducted through observations of the underground parking demand between 1:00 a.m. and 2:00 a.m. in targeting the expected peak resident parking demand.

Based on the parking demand survey conducted by Ontario Traffic Inc. for the M2 condos on August 11th and 12th, 2024, here is an analysis of the findings:

Sunday, August 11th:

- **Resident Parking Demand:** 169 spaces occupied.
- **Utilization Rate:** 0.69 spaces per unit.

Monday, August 12th:

- **Resident Parking Demand:** 180 spaces occupied.
- **Utilization Rate:** 0.73 spaces per unit.

Conducting the survey between 1:00 a.m. and 2:00 a.m. is appropriate for capturing peak residential parking demand, as most residents are likely at home during these hours.

There is a slight increase in parking demand from Sunday to Monday (an increase of 11 spaces or approximately 6.5%). The difference in the data points between the Sunday and Monday observations can be explained by a few factors:

- Many people tend to travel or engage in leisure activities on weekends, which can reduce the number of vehicles parked overnight on a Sunday. By Monday night, more residents are likely back home in preparation for the workweek, increasing the number of vehicles parked in the garage.
- Some residents may return later in the evening or even early morning on Monday after weekend trips, contributing to higher parking demand by Monday night.

The difference between 169 spaces on Sunday (0.69 spaces per unit) and 180 spaces on Monday (0.73 spaces per unit) is relatively small and such fluctuations are common in parking demand due to normal daily variations in resident activities, commuting schedules, and vehicle use.

5. Parking Assessment

The subject site is located approximately 400 metres west of the M2 condos and features similar surrounding amenities, such as the commercial plaza south of Sandalwood Parkway West. Additionally, the subject site benefits from its location at a future transit stop along Mississauga Road, a designated higher-order transit route, which further enhances its transit accessibility.

Based on the resident parking demand survey conducted at the M2 condos, GHD is confident that the findings can be applied to the subject site, as both developments share similar characteristics. Furthermore, with the added Transportation Demand Management (TDM) measures proposed for the subject site including the provision of a shuttle bus service during peak commuter hours to the Mount Pleasant GO Station, the reliance on personal vehicles will likely be reduced, potentially lowering the parking demand at the subject site.

6. Transportation Demand Management

TDM refers to a variety of strategies to reduce congestion, minimize the number of single occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality.
- Decreased traffic congestion to reduce travel time.
- Increased travel options for businesses and commuters.
- Reduced personal transportation costs and energy consumptions.
- Support Provincial smart growth objectives.

The combined benefits listed above will assist in creating a more active and liveable community through improvements to overall active transportation standards for the local businesses and surrounding community.

6.1 Existing TDM Opportunities

The surrounding land uses primarily include residential and retail uses with significant potential for pedestrian activity. Sandalwood Parkway West and Veterans Drive will feature pedestrian sidewalks on both sides of the road near the site. Brampton Transit and GO Transit stops are planned along both Sandalwood Parkway West, Mississauga Road, and Veterans Drive.

6.2 Proposed TDM Measures

Pedestrian Connectivity and Bicycle Parking

The proposed site plan will include a seamless connection between the site's internal sidewalk network and the public right-of-way. A total of 172 bicycle parking spaces, including 116 short-term and 56 long-term spaces, in addition to 693 lockers, will be provided to encourage cycling as an alternative mode of transportation.

Information Distribution and Community Building

The developer should create a comprehensive information package for all new residents highlighting available pedestrian trails, cycling, and transit facilities, as well as carpool options. This package should include a community map, Brampton Transit route map, GO Transit route map and schedules. A community board promoting carpooling can also be implemented to foster a sense of community and encourage shared transportation.

Unbundled Parking and Shuttle Service

To reduce parking demand and encourage a more sustainable lifestyle, the applicant is considering an optional unbundled parking scheme for prospective residents. This scheme would allow residents to purchase parking spaces separately from their units, potentially leading to a lower parking utilization rate.

The applicant is currently proposing to provide parking based on unit size. To maintain affordability, studio units will be sold without parking spaces. One-bedroom units will offer optional parking on a first-come, first-served basis, while all two-bedroom units will include parking.

To further reduce parking demand and provide a convenient alternative to car ownership, the introduction of a shuttle service to Mount Pleasant GO Station is expected to significantly impact parking demand. This

service will operate during peak commuter hours, offering residents a reliable and efficient way to access regional transit without the need for personal vehicles.

Key Benefits of the Shuttle Service:

- **Reduced Parking Demand:** Fewer residents will need to own and operate a vehicle, leading to a significant reduction in parking demand.
- **Environmental Impact:** The shuttle service will reduce carbon emissions and contribute to a greener community by decreasing the number of individual car trips.
- **Community Building:** The shuttle service can foster a sense of community among residents by providing a shared transportation option.
- **Cost Savings:** Residents can save on transportation costs such as fuel, parking fees, and vehicle maintenance.

By implementing these TDM measures, the development can create a more sustainable and pedestrian-friendly community, reducing reliance on cars and promoting alternative transportation options.

7. Review Of Transportation Tomorrow Survey Data (TTS)

TTS data for Brampton’s Wards 5 and 6 were reviewed to determine the current trends in auto ownership for residents living in high-density developments within the City. Ward 5 was used even though the subject site is located in Ward 6 because of the close proximity and larger sample size given the relatively low level of apartment development in Ward 6 when the 2011 and 2016 TTS surveys were conducted.

The table below summarizes the 2011 TTS Data for apartment units within Wards 5 and 6 in Brampton.

Table 1 2011 Transportation Tomorrow Expanded Survey Data for Brampton Ward 5 and 6

	Vehicles per Household				Total
	0	1	2	3	
Number of Households	701	1177	394	26	2298
Number of Vehicles	0	1177	788	78	2043 (0.89 vehicles per household)
Percentage	31%	51%	17%	1%	100.0%

The table below summarizes the 2016 TTS Data for apartment units within Wards 5 and 6 in Brampton.

Table 2 2016 Transportation Tomorrow Expanded Survey Data for Brampton Ward 5 and 6

	Vehicles per Household				Total
	0	1	2	3	
Number of Households	278	466	40	0	784
Number of Vehicles	0	466	80	0	546 (0.70 vehicles per household)
Percentage	35%	60%	5%	0%	100.0%

Despite the reduction in sample sizes between the 2011 and 2016 data, the 2016 TTS data shows an overall demand of 0.70 vehicles per household for apartment dwelling units, a reduction from the 0.89 vehicles per unit recorded in the 2011 TTS data.

The data also reports that approximately 35 percent of apartment units do not own vehicles, 60 percent own one vehicle and 5 percent own two vehicles.

The Ward 5 and 6 statistics confirm that the proposed resident parking rate of 0.80 spaces per unit exceeds the current vehicle per household trend for the ward which shows a significant portion of units either having a need for no parking spaces or only one parking space per unit.

The TTS data is also generally consistent with the proxy survey and information provided by the property management at the M2 condos, which had a peak surveyed parking demand of 0.73 spaces per unit and only 7 of the 245 purchased units (3%) required a second parking stall.

8. Conclusions And Recommendations

As the City of Brampton continues to evolve, transit service improves and higher order transit use becomes more prevalent, the City must recognize the need to reduce its current parking standards to reflect the availability of alternative forms of transportation, surrounding development forms and the introduction of Transportation Demand Management policies. High minimum parking standards contribute to oversupply of parking, inefficient use of land and strengthens dependency on the automobile as the preferred choice of transportation.

The Primont M3 Condos development is strategically located within the Mount Pleasant Community, a transit-oriented development. The site is within close proximity to existing and planned Brampton Transit routes, as well as the Mount Pleasant GO Station.

The development will benefit from a new transit stop at the intersection of Mississauga Road and Sandalwood Parkway, which is currently under construction. Additionally, a future rapid transit route along Mississauga Road is planned.

The development is subject to Zoning By-law 53-2023, which requires a minimum of 1.0 parking spaces per unit for residents and 0.20 parking spaces per unit for visitors.

A minor variance is being sought to reduce the resident parking requirement to 0.80 spaces per unit while maintaining the visitor parking requirement.

A parking demand survey was conducted at the nearby MontVert (M2) Condo to assess parking utilization rates. The survey results indicated a peak resident parking demand of 0.73 spaces per unit.

Both the MontVert (M2) Condo and Primont M3 developments share similar characteristics, suggesting that the parking demand findings from the M2 survey can be applied to the M3 site.

The proposed TDM measures, including a shuttle service to the Mount Pleasant GO Station, will further reduce reliance on personal vehicles and lower parking demand.

Analysis of the 2011 and 2016 Transportation Tomorrow Survey (TTS) data for Brampton Wards 5 and 6 revealed an overall vehicle ownership trend of 0.70 vehicles per household for apartment dwelling units in the area which further confirms the trend to lower vehicle ownership.

The TTS data is consistent with the parking demand survey conducted at the M2 condos, supporting the proposed reduction in parking spaces.

Based on the analysis, the proposed reduction in resident parking supply to 0.80 spaces per unit is justified due to the site's transit accessibility, TDM measures, and the observed vehicle ownership trends in similar developments. GHD is of the opinion that a variance from Zoning By-law 270-2004 to permit a resident parking ratio of 0.80 spaces per unit while maintain the visitor parking requirement of 0.20 spaces per unit is appropriate and supportable for the subject site.

Appendix A

**2016 Transportation Tomorrow Survey
Data**

Fri Sep 27 2024 13:39:03 GMT-0400 (Eastern Daylight Time) - Run Time: 854ms

Cross Tabulation Query Form - Household - 2011,2016

Row: No. of vehicles in household - n_vehicle
Column: Ward number of household - ward_hhld

RowG:
ColG:(130,131)
TblG:

Filters:
Type of dwelling unit - dwell_type In 2

Household 2011
Table:

Number of Vehicles Per Household	Number of Households		Number of Vehicles	
0	701	31%	0	
1	1177	51%	1177	
2	394	17%	788	
3	26	1%	78	
	2298		2043	0.889034 vehicles per household

Household 2016
Table:

Number of Vehicles Per Household	Number of Households		Number of Vehicles	
0	278	35%	0	
1	466	59%	466	
2	40	5%	80	
	784		546	0.696429 vehicles per household

We trust the enclosed is sufficient for your needs, but please do not hesitate to contact the undersigned should you require additional assistance.

Regards



Rafael Andrenacci, B. Eng,
Transportation Planner



William Maria, P. Eng.
Transportation Planning Lead

November 04, 2024

GSAI File: 936-005

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

Attention: Secretary-Treasurer, Committee of Adjustment

RE: **Minor Variance Application**
10629 Mississauga Road
City of Brampton
Primont (M3 Condos) Inc.
Related City File No. SPA.2022-0225

Glen Schnarr & Associates Inc. (“GSAI”) is the Planning Consultant for Primont (M3 Condos) Inc., the registered owner of the lands municipally addressed as 10629 Mississauga Road (herein referred to as the ‘subject property’). In this regard, we are pleased to submit the enclosed Minor Variance application. The purpose of the Minor Variance application is to address minimum parking requirements for residential units and to permit an increase in height. A Site Plan application to facilitate a comprehensive residential development has been submitted to the City (refer to City File No. SPA-2022-0225). It is understood that all Site Plan related comments have been addressed to the satisfaction of City staff, and a Site Plan Agreement has been prepared. It is important to note that the proposed variances are not required to implement SPA-2022-0225, but rather driven by an evolving market and shifts in parking demand/requirements.

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

- One completed Minor Variance Application Form and authorization;
- One cheque in the amount of \$2,920.00 made payable to the City of Brampton;
- A Parking Justification Letter prepared by GHD Engineers, dated October 1, 2024,
- One copy of the Proposed Site Plan prepared by Core Architects, dated March 1, 2024; and
- One copy of the Proposed Elevation Sections Drawing prepared by Core Architects, dated 1 March 2024.

SUBJECT PROPERTY AND SURROUNDING CONTEXT

The Subject Property is located at the northeast corner of Mississauga Road and Sandalwood Parkway West, with frontages onto Sandalwood Parkway West and Mississauga Road. It is legally described as BLOCK 1, PLAN 43M1985 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 2 AND 3, PLAN 43R36499 AS IN PR2711856 SUBJECT TO AN EASEMENT IN GROSS OVER PART 2, PLAN 43R36499 AS IN PR2711857 CITY OF BRAMPTON.

With regards to the surrounding context, the Subject Property is bordered by three-storey townhouses to the north, a service station and additional three-storey townhouses to the east, a commercial plaza to the south, and vacant land to the west, which is designated for future mixed residential development as part of the Heritage Heights Secondary Plan.

REQUESTED VARIANCES:

Primon (M3 Condos) Inc. is requesting the following variances:

- To permit a minimum resident parking requirement of 0.80 spaces per unit whereas Zoning By-law 270-2004 requires a minimum of 1.0 parking spaces per unit.
- To permit 30 storeys located within 68 meters of the exterior side lot line and 14 storeys within the remainder of the lot whereas the site-specific Zoning By-law 53-2023 permits 30 storeys located within 68 meters of the exterior side lot line and 12 storeys within the remainder of the lot.

POLICY AND REGULATION CONTEXT

Brampton Plan

The Brampton Plan is the City of Brampton's forward-looking official planning document aimed at guiding growth and development through 2051. This comprehensive plan envisions a sustainable, vibrant, and inclusive urban landscape that aligns with Brampton's strategic priorities and population growth projections. The Brampton Plan was officially adopted by Brampton City Council in July 2022 as a pivotal update to the city's planning framework, setting out the vision to guide growth through 2051. This plan replaces Brampton's previous Official Plan and aligns with the Province of Ontario's growth policies.

The Subject Property is with the 'Community Area' designation on Schedule 1A: City Structure. This designation reflects where people live, shop, work and play which includes a mix of new and existing residential and commercial areas. The Official Plan (2.1.2.1) states that 'Community Area' will provide flexibility to allow for a mix of building types based on their location. Sandalwood Parkway is designated as a 'Support Corridor' with Mississauga Road designated as a 'Planned Corridor'. 'Support Corridors' (2.2.5.11) are described as transit veins that provide connectivity throughout neighbourhoods in the City. 'Planned Corridors' are specific areas

identified along key transportation routes intended to support mixed-use development and higher density housing.

Schedule 2: Designations of the Official Plan, designate the Subject Property as ‘Neighbourhoods’ surrounded by ‘Mix Use’ designation with the North West Brampton Development Area overlay. The ‘Neighbourhood’ designation aims to support achieving a 15-minute neighbourhood. A broad range of residential uses together with neighbourhood supporting commercial uses are supported under this designation.

Mount Pleasant Secondary Plan 51

The Subject Property is subject to the Mount Pleasant Secondary Plan (51). Through Official Plan Amendment OPA 2006-237 the Subject Property was redesignated to ‘High Density Residential’. The ‘High Density Residential’ designation permits Apartment Dwelling(s) with a floor space index of 4.5 to a maximum height of 30 storeys with commercial uses being permitted on the ground floor of each apartment building. The proposed increase of the 12 storey building to 14 storeys maintains thus the general intent of the Official Plan as the Official Plan can consider heights of up to 30 storeys.

City of Brampton Zoning By-law 270-2004

The Subject Property is zoned Residential Apartment A (R4A-3689) within the City of Brampton Zoning By-law 270-2004. A site-specific zoning By-Law (53-2023) restricts the main use of the Subject Lands to an Apartment Dwelling with specific non-residential uses that are permitted on the ground floor in conjunction with an apartment dwelling. An Apartment Dwelling is defined as “*shall mean a building containing five (5) or more dwelling units which have a common entrance from the street level, and the occupants of which have the right to use common elements.*”

The site-specific by-law further specifies setbacks, separation distances, maximum building heights, coverage, floor space index open space requirements and visitor parking minimum. The site-specific by-law does not specify residential parking requirements and thus relies on Section 10.9 of the By-law 270-2004 to regulate minimum parking requirements for an apartment dwelling.

DEVELOPMENT PROPOSAL

A Site Plan application is currently under review with the City. All comments have been addressed, and a Site Plan agreement has been prepared. The requested variances are not necessary to implement the proposed development under SPA.2022-0225 as it complies with the existing zoning by-law. The variances are rather a response to evolving market conditions and shifting parking demands.

The development proposal currently before the committee consists of a comprehensive residential development with three towers (14 storeys, 27 storeys and 30 storeys) with a total of 1,089 dwelling units and 1,568 m² of commercial GFA. The development will be built out in two phases.

Phase 1 will consist of the proposed 14-storey building and Phase 2 a 27-storey and 30-storey building.

Phase 1 will provide 380 residential units, 785m² of commercial GFA and will require a minimum of 380 parking spaces. This building will provide 99 bicycle parking spaces with 470m² interior and 122.91m² exterior amenity space. Access to this building will be from Mississauga Road to the west and Kent Road to the east.

Phase 2 will provide 709 residential units, 783m² of commercial GFA and will require a minimum of 709 parking spaces. Phase 2 will provide 132 bicycle parking spaces

A variance relating to the maximum height and minimum residential parking is being requested.

The site-specific Zoning By-law limits buildings situated more than 68.0 metres from the exterior lot line (Sandalwood Parkway) to a maximum height of 12 storeys. However, the current proposal envisions a building height of 14 storeys.

Additionally, the existing zoning requires a minimum of 1.0 parking space per residential unit, along with 0.20 parking spaces per unit for visitors. A minor variance is being requested to reduce the resident parking requirement to 0.80 spaces per unit, while maintaining the visitor parking rate at 0.20 spaces per unit.

To justify the proposed reduction in resident parking, GHD conducted a parking demand survey of the recently completed and registered MontVert (M2) Condominium (2023), located east of the subject site at 215 Veterans Drive, along Sandalwood Parkway.

The proposed development will contribute to the vision for the broader neighbourhood as a mixed-use, walkable, and transit-supportive community. The existing area context includes a mix of uses along Sandalwood Parkway and an additional planned mix of uses in the Heritage Heights Secondary Plan directly west of the subject lands.

ANALYSIS

Section 45 (1) of the *Planning Act*, as amended identifies the four tests which must be satisfied for the Committee to approve this application. Those tests are:

1. The variance maintains the general intent and purpose of the Official Plan.
2. The variance maintains the general intent and purpose of the Zoning By-law.
3. The variance is desirable for the appropriate development or use of the land.
4. The variance is minor in nature.

In my opinion, the requested variance is supportable and meets the four tests under the *Planning Act* in the following ways.

a) The variance maintains the general intent and purpose of the Official Plan.

The requested variances to increase the permitted building height from 12 storeys to 14 storeys and to reduce the resident parking requirement from 1.0 space per unit to 0.80 spaces per unit meet the general intent and purpose of the Official Plan.

The Subject Property is located within a 'Community Area' as identified on Schedule 1A of the Official Plan and is designated as 'Neighbourhoods' on Schedule 2. These designations aim to promote complete communities with a variety of housing options, accessible amenities, and efficient land use. Increasing the height from 12 to 14 storeys will allow for additional residential units, supporting population growth and diversifying the housing supply in a strategic area without significantly altering the character of the surrounding neighbourhood.

The Subject Property is designated as 'High Density Residential' within the Mount Pleasant Secondary Plan which permits buildings heights of up to 30 storeys. This designation encourages compact development with multi-unit residential buildings, contributing to the overall intensification targets for the City of Brampton. A 14-storey building conforms with the 'High Density Residential' designation, as it promotes more efficient use of land near transit and other urban infrastructure. The additional height supports Brampton's goals for intensification and compact growth within identified areas, aligning with provincial, regional and city policies for growth, development and intensification.

The reduction of the residential parking requirement from 1.0 space per unit to 0.80 spaces per unit reflects the evolving transportation landscape, where car ownership is decreasing due to enhanced public transit options and growing preferences for sustainable transportation modes. The subject property's location within the Mount Pleasant area is well-served by public transit, including GO Transit and local bus services, which reduces the need for excessive parking supply.

Moreover, the reduction aligns with the Official Plan's goals of promoting sustainable transportation choices, reducing reliance on private automobiles, and encouraging transit-supportive development. The visitor parking rate of 0.20 spaces per unit will be maintained, ensuring that short-term parking needs are still met without over-provisioning resident parking.

Both the height and parking variances support appropriate intensification while respecting the surrounding built form and land uses. The increase to 14 storeys is moderate and will not disrupt the character of the neighbourhood, which features a mix of townhouses, commercial uses, and future mixed residential development. Furthermore, the parking reduction will not create adverse impacts, as demonstrated by the Parking Study conducted by GHD, which confirmed that the adjusted parking rate is adequate based on demand at comparable developments.

The proposed height and parking variances maintain the general intent and purpose of the Official Plan by facilitating compact, transit-oriented development, supporting sustainable transportation goals, and promoting efficient land use in a designated growth area. These variances contribute to the overall vision for the Mount Pleasant Secondary Plan and align with Brampton's broader

objectives for creating complete communities with diverse housing options and accessible amenities.

b) The variance maintains the general intent and purpose of the Zoning By-law.

The requested variances to increase the building height from 12 storeys to 14 storeys and to reduce the resident parking requirement from 1.0 space per unit to 0.80 spaces per unit maintain the general intent and purpose of the City's Zoning By-law, as amended. The subject property is zoned Residential Apartment A (R4A-3689).

The following zone provisions apply to the Subject Lands:

Regulation	R4A-3689	Proposed	Compliance
Min Front Yard	First two storeys: 3.0 metres Storeys three – seven: 4 metres Storeys eight – thirty: 6 metres		Yes
North Min Interior side yard	First five storeys: 24 metres Storeys six – nine: 25 metres Storeys ten – thirty: 34 metres		Yes
East Interior side yard	15 metres		Yes
Rear Yard Depth	60 metres		Yes
Max Height	Located within 68 meters of the exterior side lot line: 30 storeys Located within the remainder of the lot: 12 storeys	Located within 68 meters of the exterior side lot line: 30 storeys Located within the remainder of the lot: 14 storeys	Variance Required.
Lot Coverage	35%		Yes
Max Floor Space Index	4.5		Yes
Visitor Parking	0.20 space per dwelling unit		Yes
Residential Parking	1.0 spaces per dwelling unit	0.8 per dwelling unit	Variance Required.

The R4A zone permits high-density residential uses, such as apartment buildings. The requested height increase from 12 storeys to 14 storeys remains consistent with the underlying purpose of the R4A zone by facilitating compact development and promoting efficient land use.

The Zoning By-law sets height limits to ensure that development is compatible with the surrounding area. In this regard, the proposed increase to 14 storeys will not adversely impact adjacent land uses, which include a mix of residential, commercial, and vacant lands designated for future residential development. The additional height will complement the evolving character of the area, maintaining harmony with nearby developments and supporting the intended urban form for high-density residential zones.

The existing zoning by-law requirement of 1.0 parking space per residential unit is being adjusted to 0.80 spaces per unit to reflect changing market conditions and shifting trends in car ownership. The variance maintains the visitor parking rate of 0.20 spaces per unit, ensuring that short-term parking needs are still met.

This reduction in parking aligns with the broader objectives of the Zoning By-law, which seeks to ensure adequate but not excessive parking supply, balancing the needs of residents with sustainable development principles. The reduced parking ratio is supported by GHD's parking demand study, which confirms that the proposed parking provision aligns with actual demand in comparable developments in the area.

While the requested variances allow for minor deviations from the by-law standards, the fundamental intent of the R4A-3689 zone is maintained. The proposed development continues to maintain required setbacks, provide high-density residential housing, promote transit-supportive growth, and respect the community's urban form objectives. The variances do not undermine the zoning by-law's intent to regulate building height and parking supply to ensure orderly and sustainable development.

The requested height and parking variances maintain the general intent and purpose of Zoning By-law 270-2004 by supporting appropriate high-density residential development while accommodating evolving transportation patterns. The increase in height and the reduction in parking are consistent with the goals of the R4A-3689 zone, ensuring that the property is developed in a manner that complements the surrounding area and aligns with the City's planning objectives.

c) The variance is desirable and appropriate for the development and use of the land.

The requested variances to increase the building height from 12 storeys to 14 storeys and reduce the resident parking requirement from 1.0 to 0.80 spaces per unit are desirable and appropriate for the development and use of the land.

The increase in height allows for the optimal utilization of the site, facilitating high-density residential development in alignment with Brampton's intensification objectives. This aligns with the city's broader vision for growth and urban development.

The proposed reduction in parking requirements is well-suited to the subject property's proximity to public transit options. By encouraging a lower dependency on personal vehicles, this measure supports sustainable transportation initiatives and contributes to reduced traffic congestion.

The additional height of the building will enhance the evolving character of the surrounding neighbourhood and will be compatible with existing land uses. It advances a vibrant urban environment that is conducive to community interaction and engagement.

The adjustment in parking standards reflects contemporary market demands, effectively lowering overall development costs. This may enhance the feasibility of developing more housing options, thus addressing critical housing needs within the community. The reduction is also supported by the analysis completed by GHD.

These variances collectively promote a compact, sustainable, and well-integrated community framework. They are not only appropriate for the site but also advantageous to the broader area, aligning with urban planning principles that emphasize density, sustainability, and livability.

The variances promote a compact, sustainable, and well-integrated community, making them appropriate for the site and beneficial to the broader area.

d) The variance is minor in nature.

The proposed increase of two storeys represents a modest change that does not significantly alter the building's overall massing or character in the context of the surrounding area, which already accommodates high-density residential developments. The reduction in resident parking requirement from 1.0 to 0.80 spaces per unit is a minor adjustment that reflects current market conditions and does not compromise the parking needs of residents or visitors, as supported by GHD's parking demand study.

The proposed variances required do not represent the overdevelopment of the subject property. As such, the requested variances are minor in nature, allowing for responsible development that aligns with both community goals and planning principles.

CONCLUSION

The requested variances have been evaluated against the four tests of Section 45(1) of *the Planning Act*. The variances maintain the general intent and purpose of the Zoning By-law and Official Plan, are considered minor, and desirable for the appropriate development of the property. As such, the proposal represents good planning and will support a functional, efficient, and desirable development.

We trust that the enclosed materials are sufficient for your review and circulation. We look forward to your review of these materials. Please do not hesitate to contact Herman Wessels at 416-670-2984 or hermanw@gsai.ca if you have any questions or require any additional information.



Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink, appearing to read 'Herman Wessels', is written over a horizontal line.

Herman Wessels
Planner



AERIAL CONTEXT PLAN

CITY OF BRAMPTON

LEGEND

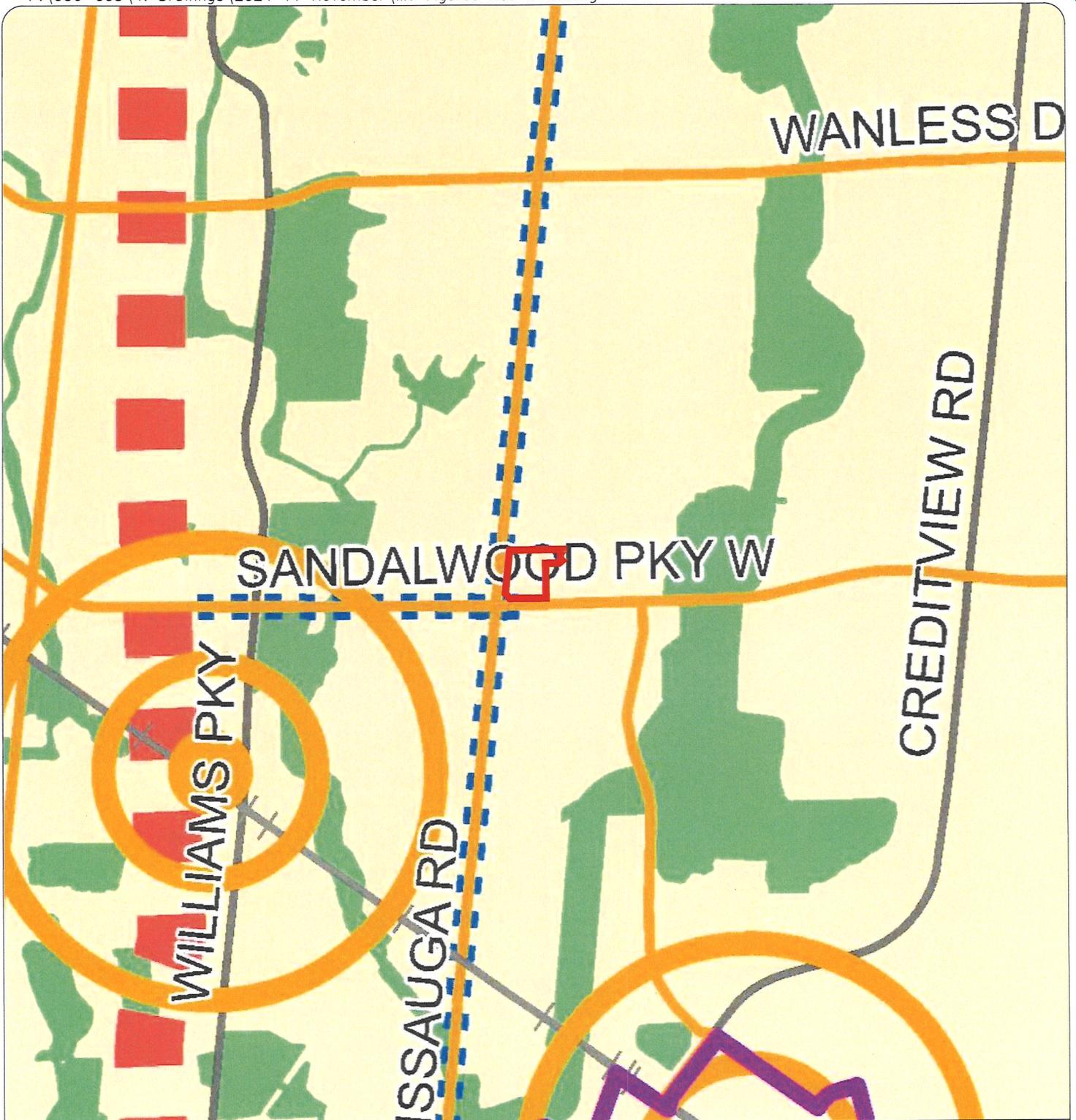
Subject Lands

20, 30, & 40 KENT ROAD
BLOCK 1, PLAN 43M1985
CITY OF BRAMPTON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
NOVEMBER 04, 2024

GSAI
Glen Schnarr & Associates Inc.



Overlays				
Employment: Areas	Urban Centres	Corridors	Transit Station	Greenbelt Plan - Protected Countryside Area
Community Areas	Town Centres	Planned Corridors	Planned Major Transit Station	Urban Growth Centre
Natural Heritage System	Primary Urban Boulevards	Support Corridor	Primary Major Transit Station Areas	Gateways
Regional Urban Boundary	Planned Corridors			

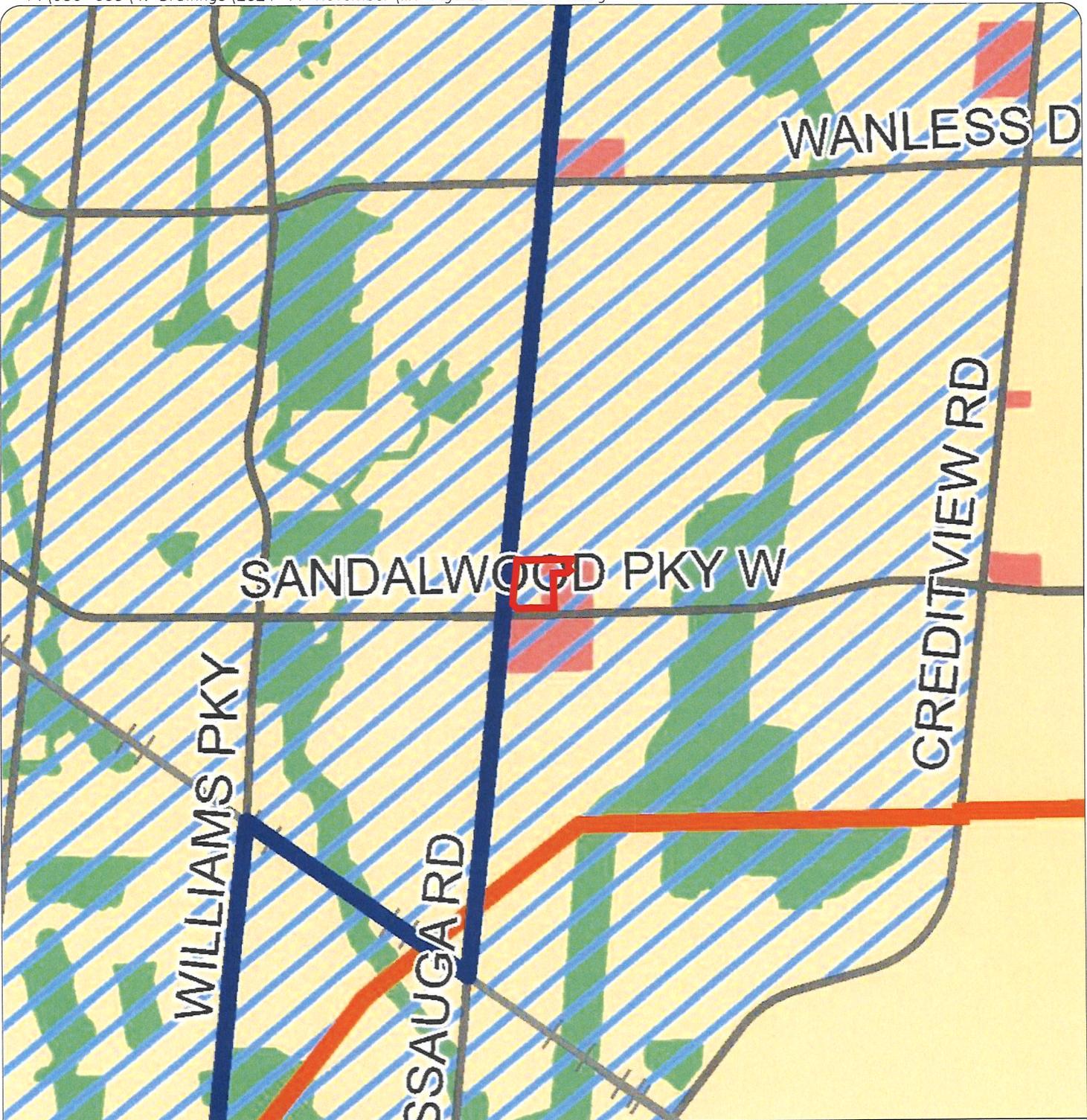
BRAMPTON OFFICIAL PLAN
SCHEDULE 1A - CITY STRUCTURE

LEGEND
 Subject Lands

20, 30, & 40 KENT ROAD
 BLOCK 1, PLAN 43M1985
 CITY OF BRAMPTON,
 REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
 NOVEMBER 04, 2024





Designations

- Mixed Use
- Neighbourhoods
- Employment
- Mixed-Use Employment

- Rural Land
- Natural Heritage System
- Parkway Belt West

Overlays

- Lester B. Pearson International Airport (LBPIA) Operating Area
- Greenbelt Plan
- TransCanada Pipeline

- Heritage Heights Secondary Plan Area
- North West Brampton Development Area

BRAMPTON OFFICIAL PLAN

SCHEDULE 2 - DESIGNATIONS

LEGEND

- Subject Lands

20, 30, & 40 KENT ROAD
BLOCK 1, PLAN 43M1985
CITY OF BRAMPTON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
NOVEMBER 04, 2024



01 October 2024

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

Re: Parking Justification Letter – Primont M3 Condos, Brampton

1. Introduction

GHD Ltd. has been retained to provide a parking justification letter in support of a minor variance application to reduce the resident parking supply for the Primont M3 residential development located in the City of Brampton.

The subject site is located in the northeast corner of Mississauga Road and Sandalwood Parkway West and is proposed to consist of a residential tower development with a total of 1,062 dwelling units and 1,568 m² of commercial GFA.

A reduction in the total parking supply for residents is proposed to reflect the site's location within the Mount Pleasant Community. The Mount Pleasant Community is an "urban transit village" which is developed around and based on transit and active transportation. The vision for Mount Pleasant is to develop a community that is highly integrated through its road and pathway networks, supporting compact, sustainable development and promoting healthy, active lifestyles. Key elements such as land use, community design, housing forms and densities, open spaces, natural heritage systems, and recreational amenities, including trails, are designed to encourage the use of local and regional transit services. These transit connections will be anchored by the Mount Pleasant Village Mobility Hub, the GO Station, and Brampton's Zum Rapid Transit system, which will provide efficient transit access along Bovaird Drive to Mississauga Road.

The location of the subject site is illustrated in **Figure 1** below.



Figure 1 Site Location

2. Transit Service

Brampton Transit

Brampton Transit currently has existing routes located to the south and east of the proposed site. To the south, there is a stop location at Bovaird Drive and Mississauga Road for connection to the Züm Queen Street West route. To the east, there is a stop located on Veterans Drive approximately 300 metres to the east of the proposed site with connection to Route 26 Mount Pleasant. These routes both have connections to Mount Pleasant Go Station which provides Go Rail and Go Bus Services travelling to Guelph, Georgetown, Toronto, Mississauga, and Kitchener.

In May 2024 the Region of Peel issued a notice of approval with modifications for the City of Brampton New official Plan. **Figure 2** below illustrates future transit routes adjacent to the proposed site from Schedule 3B of the plan which includes a potential future rapid transit route along Mississauga Road.



Figure 2 Brampton Plan Schedule 3B: Transit Network

A transit stop is being constructed at the northeast corner of Mississauga Road and Sandalwood Parkway as part of the Region’s current capital project to widen Mississauga Road along with a new multi-use pathway along the east side of Mississauga Road. Construction began in 2023 and is scheduled to be completed in 2026.

3. Existing By-law

APPROVED SITE-SPECIFIC ZONING BY-LAW REQUIREMENT

The Primont (M3 Condo) is subject to Zoning By-law 53-2023, a By-law that amends Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the visitor parking as follows:

- Residents: A minimum of 1.0 parking space per unit
- Visitors: A minimum of 0.20 parking spaces per unit
- Commercial Retail visitor spaces to be shared with residential visitor spaces

Application of the site-specific parking rates to the subject site results in the following parking space requirements:

- Resident: 1.0 parking space per unit x 1,062 dwelling units = 1,062 parking spaces
- Visitors: 0.20 parking spaces per unit x 1,062 dwelling units = 212 parking spaces

In total, the subject site is required to provide a total of 1,274 parking spaces.

A minor variance is being sought from the site specific By-law requirement to reduce the resident parking requirement to 0.80 spaces per unit while maintaining the visitor parking requirement at 0.20 spaces per unit.

4. Support for Parking Reduction

PROXY SURVEYS

To support the proposed reduction in resident parking supply, GHD completed a parking demand survey of the recently occupied and registered condominium (2023) MontVert (M2) Condo, which is located east of the subject site on Sandalwood Parkway at 215 Veterans Drive. The location of the proxy site is shown in the figure below.



Figure 3 Proxy Site Location

The following information was provided by the property management regarding the unit count and parking provision:

- The development consists of a total of 255 residential units and 271 resident parking spaces, providing resident parking at a rate of 1.06 spaces per unit.
- A total of 10 units remained unsold at the time the survey was undertaken.
- Every unit is provided one parking space with the purchase of the unit, unbundled parking is not an option at this location.
- Every purchaser is also provided the opportunity to purchase a second parking space from the additional 16 spaces available. To date, only 7 of the 16 spaces have been purchased.

GHD contracted Ontario Traffic Inc. to conduct a parking demand survey of the existing resident parking demand for the M2 condos on Sunday, August 11th, 2024, and Monday, August 12th, 2024. The survey was conducted through observations of the underground parking demand between 1:00 a.m. and 2:00 a.m. in targeting the expected peak resident parking demand.

Based on the parking demand survey conducted by Ontario Traffic Inc. for the M2 condos on August 11th and 12th, 2024, here is an analysis of the findings:

Sunday, August 11th:

- **Resident Parking Demand:** 169 spaces occupied.
- **Utilization Rate:** 0.69 spaces per unit.

Monday, August 12th:

- **Resident Parking Demand:** 180 spaces occupied.
- **Utilization Rate:** 0.73 spaces per unit.

Conducting the survey between 1:00 a.m. and 2:00 a.m. is appropriate for capturing peak residential parking demand, as most residents are likely at home during these hours.

There is a slight increase in parking demand from Sunday to Monday (an increase of 11 spaces or approximately 6.5%). The difference in the data points between the Sunday and Monday observations can be explained by a few factors:

- Many people tend to travel or engage in leisure activities on weekends, which can reduce the number of vehicles parked overnight on a Sunday. By Monday night, more residents are likely back home in preparation for the workweek, increasing the number of vehicles parked in the garage.
- Some residents may return later in the evening or even early morning on Monday after weekend trips, contributing to higher parking demand by Monday night.

The difference between 169 spaces on Sunday (0.69 spaces per unit) and 180 spaces on Monday (0.73 spaces per unit) is relatively small and such fluctuations are common in parking demand due to normal daily variations in resident activities, commuting schedules, and vehicle use.

5. Parking Assessment

The subject site is located approximately 400 metres west of the M2 condos and features similar surrounding amenities, such as the commercial plaza south of Sandalwood Parkway West. Additionally, the subject site benefits from its location at a future transit stop along Mississauga Road, a designated higher-order transit route, which further enhances its transit accessibility.

Based on the resident parking demand survey conducted at the M2 condos, GHD is confident that the findings can be applied to the subject site, as both developments share similar characteristics. Furthermore, with the added Transportation Demand Management (TDM) measures proposed for the subject site including the provision of a shuttle bus service during peak commuter hours to the Mount Pleasant GO Station, the reliance on personal vehicles will likely be reduced, potentially lowering the parking demand at the subject site.

6. Transportation Demand Management

TDM refers to a variety of strategies to reduce congestion, minimize the number of single occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality.
- Decreased traffic congestion to reduce travel time.
- Increased travel options for businesses and commuters.
- Reduced personal transportation costs and energy consumptions.
- Support Provincial smart growth objectives.

The combined benefits listed above will assist in creating a more active and liveable community through improvements to overall active transportation standards for the local businesses and surrounding community.

6.1 Existing TDM Opportunities

The surrounding land uses primarily include residential and retail uses with significant potential for pedestrian activity. Sandalwood Parkway West and Veterans Drive will feature pedestrian sidewalks on both sides of the road near the site. Brampton Transit and GO Transit stops are planned along both Sandalwood Parkway West, Mississauga Road, and Veterans Drive.

6.2 Proposed TDM Measures

Pedestrian Connectivity and Bicycle Parking

The proposed site plan will include a seamless connection between the site's internal sidewalk network and the public right-of-way. A total of 172 bicycle parking spaces, including 116 short-term and 56 long-term spaces, in addition to 693 lockers, will be provided to encourage cycling as an alternative mode of transportation.

Information Distribution and Community Building

The developer should create a comprehensive information package for all new residents highlighting available pedestrian trails, cycling, and transit facilities, as well as carpool options. This package should include a community map, Brampton Transit route map, GO Transit route map and schedules. A community board promoting carpooling can also be implemented to foster a sense of community and encourage shared transportation.

Unbundled Parking and Shuttle Service

To reduce parking demand and encourage a more sustainable lifestyle, the applicant is considering an optional unbundled parking scheme for prospective residents. This scheme would allow residents to purchase parking spaces separately from their units, potentially leading to a lower parking utilization rate.

The applicant is currently proposing to provide parking based on unit size. To maintain affordability, studio units will be sold without parking spaces. One-bedroom units will offer optional parking on a first-come, first-served basis, while all two-bedroom units will include parking.

To further reduce parking demand and provide a convenient alternative to car ownership, the introduction of a shuttle service to Mount Pleasant GO Station is expected to significantly impact parking demand. This

service will operate during peak commuter hours, offering residents a reliable and efficient way to access regional transit without the need for personal vehicles.

Key Benefits of the Shuttle Service:

- **Reduced Parking Demand:** Fewer residents will need to own and operate a vehicle, leading to a significant reduction in parking demand.
- **Environmental Impact:** The shuttle service will reduce carbon emissions and contribute to a greener community by decreasing the number of individual car trips.
- **Community Building:** The shuttle service can foster a sense of community among residents by providing a shared transportation option.
- **Cost Savings:** Residents can save on transportation costs such as fuel, parking fees, and vehicle maintenance.

By implementing these TDM measures, the development can create a more sustainable and pedestrian-friendly community, reducing reliance on cars and promoting alternative transportation options.

7. Review Of Transportation Tomorrow Survey Data (TTS)

TTS data for Brampton’s Wards 5 and 6 were reviewed to determine the current trends in auto ownership for residents living in high-density developments within the City. Ward 5 was used even though the subject site is located in Ward 6 because of the close proximity and larger sample size given the relatively low level of apartment development in Ward 6 when the 2011 and 2016 TTS surveys were conducted.

The table below summarizes the 2011 TTS Data for apartment units within Wards 5 and 6 in Brampton.

Table 1 2011 Transportation Tomorrow Expanded Survey Data for Brampton Ward 5 and 6

	Vehicles per Household				Total
	0	1	2	3	
Number of Households	701	1177	394	26	2298
Number of Vehicles	0	1177	788	78	2043 (0.89 vehicles per household)
Percentage	31%	51%	17%	1%	100.0%

The table below summarizes the 2016 TTS Data for apartment units within Wards 5 and 6 in Brampton.

Table 2 2016 Transportation Tomorrow Expanded Survey Data for Brampton Ward 5 and 6

	Vehicles per Household				Total
	0	1	2	3	
Number of Households	278	466	40	0	784
Number of Vehicles	0	466	80	0	546 (0.70 vehicles per household)
Percentage	35%	60%	5%	0%	100.0%

Despite the reduction in sample sizes between the 2011 and 2016 data, the 2016 TTS data shows an overall demand of 0.70 vehicles per household for apartment dwelling units, a reduction from the 0.89 vehicles per unit recorded in the 2011 TTS data.

The data also reports that approximately 35 percent of apartment units do not own vehicles, 60 percent own one vehicle and 5 percent own two vehicles.

The Ward 5 and 6 statistics confirm that the proposed resident parking rate of 0.80 spaces per unit exceeds the current vehicle per household trend for the ward which shows a significant portion of units either having a need for no parking spaces or only one parking space per unit.

The TTS data is also generally consistent with the proxy survey and information provided by the property management at the M2 condos, which had a peak surveyed parking demand of 0.73 spaces per unit and only 7 of the 245 purchased units (3%) required a second parking stall.

8. Conclusions And Recommendations

As the City of Brampton continues to evolve, transit service improves and higher order transit use becomes more prevalent, the City must recognize the need to reduce its current parking standards to reflect the availability of alternative forms of transportation, surrounding development forms and the introduction of Transportation Demand Management policies. High minimum parking standards contribute to oversupply of parking, inefficient use of land and strengthens dependency on the automobile as the preferred choice of transportation.

The Primont M3 Condos development is strategically located within the Mount Pleasant Community, a transit-oriented development. The site is within close proximity to existing and planned Brampton Transit routes, as well as the Mount Pleasant GO Station.

The development will benefit from a new transit stop at the intersection of Mississauga Road and Sandalwood Parkway, which is currently under construction. Additionally, a future rapid transit route along Mississauga Road is planned.

The development is subject to Zoning By-law 53-2023, which requires a minimum of 1.0 parking spaces per unit for residents and 0.20 parking spaces per unit for visitors.

A minor variance is being sought to reduce the resident parking requirement to 0.80 spaces per unit while maintaining the visitor parking requirement.

A parking demand survey was conducted at the nearby MontVert (M2) Condo to assess parking utilization rates. The survey results indicated a peak resident parking demand of 0.73 spaces per unit.

Both the MontVert (M2) Condo and Primont M3 developments share similar characteristics, suggesting that the parking demand findings from the M2 survey can be applied to the M3 site.

The proposed TDM measures, including a shuttle service to the Mount Pleasant GO Station, will further reduce reliance on personal vehicles and lower parking demand.

Analysis of the 2011 and 2016 Transportation Tomorrow Survey (TTS) data for Brampton Wards 5 and 6 revealed an overall vehicle ownership trend of 0.70 vehicles per household for apartment dwelling units in the area which further confirms the trend to lower vehicle ownership.

The TTS data is consistent with the parking demand survey conducted at the M2 condos, supporting the proposed reduction in parking spaces.

Based on the analysis, the proposed reduction in resident parking supply to 0.80 spaces per unit is justified due to the site's transit accessibility, TDM measures, and the observed vehicle ownership trends in similar developments. GHD is of the opinion that a variance from Zoning By-law 270-2004 to permit a resident parking ratio of 0.80 spaces per unit while maintain the visitor parking requirement of 0.20 spaces per unit is appropriate and supportable for the subject site.

Appendix A

**2016 Transportation Tomorrow Survey
Data**

Fri Sep 27 2024 13:39:03 GMT-0400 (Eastern Daylight Time) - Run Time: 854ms

Cross Tabulation Query Form - Household - 2011,2016

Row: No. of vehicles in household - n_vehicle
Column: Ward number of household - ward_hhld

RowG:
ColG:(130,131)
TblG:

Filters:
Type of dwelling unit - dwell_type In 2

Household 2011
Table:

Number of Vehicles Per Household	Number of Households		Number of Vehicles	
0	701	31%	0	
1	1177	51%	1177	
2	394	17%	788	
3	26	1%	78	
	2298		2043	0.889034 vehicles per household

Household 2016
Table:

Number of Vehicles Per Household	Number of Households		Number of Vehicles	
0	278	35%	0	
1	466	59%	466	
2	40	5%	80	
	784		546	0.696429 vehicles per household

We trust the enclosed is sufficient for your needs, but please do not hesitate to contact the undersigned should you require additional assistance.

Regards



Rafael Andrenacci, B. Eng,
Transportation Planner



William Maria, P. Eng.
Transportation Planning Lead

Zoning Non-compliance Checklist

A-2024-0433

File No. A-2024-0434

Applicant: Primont (M3 Condos) Inc.
 Address: 10629 Mississauga Road
 Zoning: R4A-3689
 By-law 270-2004, as amended

Category	Proposal	By-law Requirement	Section #
USE			
LOT DIMENSIONS AREA / DEPTH / WIDTH			
BUILDING SETBACKS FRONT/ SIDE / REAR			
BUILDING SIZE			
SIDE DOOR			
HEIGHT	To permit 14 storeys to be located within the remainder of the lot	Whereas the by-law requires 12 storeys to be located within the remainder of the lot	3689.12.b
PARKING	To permit each dwelling unit in an apartment and multiple residential dwellings a minimum required parking shall be 0.8 parking spaces for residents	Whereas the by-law requires each dwelling unit in an apartment and multiple residential dwellings a minimum required parking shall be 1 parking spaces for residents	10.9.2.(a)
DRIVEWAY			
ACCESSORY STRUCTURE			
ACCESSORY STRUCTURE SIZE / HEIGHT			
MULTIPLE ACCESSORY STRUCTURES			
DRIVEWAY WIDTH			
LANDSCAPE OPEN SPACE			
SCHEDULE 'C'			
FENCE HEIGHT			

Lesley Barbuto
 Reviewed by Zoning

November 18 , 2024
 Date