

Results of Public Meeting (September 11, 2023) and Correspondence Received

OZS-2023-0020

Members Present via Virtual Option:

Regional Councillor M. Palleschi - Wards 2 and 6

Deputy Mayor H. Singh - Wards 9 and 10

Regional Councillor R. Santos - Wards 1 and 5

Regional Councillor P. Vicente - Wards 1 and 5

Regional Councillor N. Kaur Brar - Wards 2 and 6

Regional Councillor D. Keenan - Wards 3 and 4

Regional Councillor M. Medeiros - Wards 3 and 4

Regional Councillor P. Fortini - Wards 7 and 8

Regional Councillor G. Toor - Wards 9 and 10

City Councillor R. Power - Wards 7 and 8

Members Absent: Regional Councillor G. Dhillon - Wards 9 and 10

Mayor Patrick Brown (ex officio)

Staff Present:

Steve Ganesh, Commissioner, Planning Building and Growth Management

Allan Parsons, Director, Development Services

Henrik Zbogor, Director, Integrated City Planning

Shannon Brooks, Manager, Official Plan & Growth Management

Angelo Ambrico, Manager, Development Services

Emma De Melo, Planner, Development Services

Wang Kei (Edwin) Li, Planner, Development Services

Peter Fay, City Clerk

Charlotte Gravlev, Deputy City Clerk

Gagandeep Jaswal, Legislative Coordinator

Item 5.2

Staff Presentation re: Application to Amend the Official Plan and Zoning By-law, 69 Bramalea Holdings Ltd., Glen Schnarr & Associates Inc., 69 Bramalea Road, Ward 7, File: OZS-2023-0020

A Planning and Development Services Committee was held virtually commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures.

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

At the September 11, 2023, statutory public meeting, three members of the public spoke to the application and two written submissions was received:

1. Mike Everard, Planner, Augusta National Inc., on behalf of Bank Brothers., addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application, especially in regard to Bank Brothers neighbouring industrial land uses to the proposed development.
2. Sylvia Menezes Roberts, Brampton Resident, addressed Committee and expressed their views, suggestions, and questions with respect to the subject application.
3. Theo Grootenboer, Brampton Resident, addressed Committee and expressed their views, suggestions, and questions with respect to the subject application.
4. Written correspondence from Raymond Ziembra, SGL Planning & Design Inc., on behalf of Mac Mor, Canada Ltd., dated August 29, 2023, was received expressing

interest and concern/issues to the application. The correspondence letter can be found attached to the end of this Appendix.

5. Written correspondence from Magda Wyrebek, Brampton Resident, dated September 10, 2023, was received expressing interest and concern/issues to the application. The correspondence letter can be found attached to the end of this Appendix.
6. Written correspondence from Mike Everard, Augusta National Inc., on behalf of Bank Bros, dated April 12th, 2024, was received expressing interest and concern/issues to the application. The correspondence letter can be found attached to the end of this Appendix.

Concern Raised	Staff Response
<p>How will the upcoming MTSA policies for the Bramalea GO MTSA impact neighbouring industrial warehouse Bank Brothers operations, particularly regarding land use and compliance with industrial land designations?</p> <p>Additionally, can Bank Brothers access relevant reports / studies from the applicant on noise, odour, air quality, dust, and vibration before any application decision is made?</p>	<p>Brampton’s new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. Through the approved Brampton Plan, the Bramalea GO MTSA area was identified as a Town Centre on Schedule 1A – <i>City Structure</i> and a Primary Major Transit Station Area on Schedule 1B – <i>Major Transit Station Areas</i>.</p> <p>As per Section 2.2.3 of the Brampton Plan, the Bramalea GO Town Centre will build upon the Bramalea GO Station, and its location along the Kitchener-Toronto Innovation corridor to attract both residents and employment uses, including offices, to support the thriving employment area.</p> <p>As per Section 2.2.4.17 of the Brampton Plan, lands within Primary Major Transit Station Areas are intended to be developed in accordance with the land use designations shown on Schedules 13A-13N. The subject site, alongside neighbouring lands, are designated “Mixed-Use (High-Rise Mixed-Use)” on Schedule 13A. As such, as per Section 2.2.4.17, the subject lands are intended to meet the following objectives (including but not limited to):</p> <ul style="list-style-type: none"> • Providing a range and mix of housing options, unit sizes and tenure, including

	<p>affordable housing, to attract a broad range of demographics and to meet local needs; and</p> <ul style="list-style-type: none"> • Providing a variety of institutional, employment and commercial opportunities. <p>In regard to the accessing of any relevant reports / studies from the applicant, the City has provided Bank Brothers with the requested studies on noise, odour, air quality, dust, and vibration. In response, Bank Brothers retained SLR Consulting, to conduct a Peer Review of the applicant's submitted Air Quality Assessment (see the <i>Land Use Compatibility Study and Odour Impact Assessment</i> section in this report for more details).</p> <p>Additionally, all submitted studies provided by the applicant have been made publicly available online at BramPlan Online for viewing.</p>
<p>How will traffic concerns and increased congestion, particularly along Bramalea Road and East Drive to Steeles Avenue, be addressed in relation to the proposed development?</p> <p>Will Bramalea Road be expanded to address increased congestion and traffic?</p>	<p>A Traffic Impact Study (TIS) was prepared by LEA Consulting LTD to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation, especially along Bramalea Road and East Drive. City Traffic Services department have reviewed the TIS and have found the document to be satisfactory.</p> <p>In regard to future Bramalea Road improvements, the City Brampton's Transportation Master Plan identified the need for improvements and expansion of Bramalea Road from Queen Street East to southern City limits. As such, the City initiated a Schedule 'C' Municipal Class Environmental Assessment (Class EA) Study for the Bramalea corridor, which has now since been completed.</p> <p>Based on the findings of the completed Bramalea Road EA Study, the City will therefore be requesting an approximate 3.0 metre road</p>

	conveyance along the entire Bramalea Road frontage in a future Site Plan application for the proposed development.
Is there opportunity for the City to increase transit service, particularly increase bus service, in order to support the existing community, the proposed development, and also accommodate the increased GO train service from Bramalea GO station?	<p>As per Schedule 3B – Transit Network on the Brampton Plan (2024), the portion of Bramalea Road fronting the proposed development is designated “Higher Order Transit (BRT or LRT)”.</p> <p>As per Section 2.1.3.10 – <i>Transit Hierarchy</i> of the Brampton Plan, “Higher Order Transit” falls under the Rapid Transit classification, which is intended to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service.</p> <p>As such, increased transit service is planned for this area and will service both the future residents of the development application and the existing surrounding community.</p>
How does the City plan to address the lack of adequate retail and commercial services to support both the existing community and the proposed development?	<p>The development application contemplates a mixed-use, high density apartment building. Through the proposed Draft Zoning By-Law Amendment, the following commercial uses will be permitted in conjunction with a residential apartment building: office uses, retail establishments, a bank, convenience store, personal service shop, recreation facilities, etc.</p> <p>Furthermore, a specific Minimum Gross Commercial Floor Area zoning provision of 500 sqm. has also been included as part of the Draft Zoning By-Law Amendment in order to ensure sufficient retail has been provided as part of the application in order to support both the proposed development and the existing surrounding community.</p>
What steps will be taken to manage the increased burden on garbage collection services and prevent a potential rise in rat infestations as a result of the proposed development?	<p>The Region of Peel manages and provides Waste Management Services (i.e., garbage collection service) for the City of Brampton.</p> <p>A development application must meet certain requirements (i.e., correct spacing for garbage trucks) to meet Regional Waste Management requirements. As such, the Region will review and</p>

	<p>approve all relevant plans in relation to waste management at the Site Plan Approval stage and prior to any development construction in order to properly manage garbage collection services and prevent any potential rat infestations as a result of the proposed development application.</p>
<p>Can emergency services such as the Fire Department, Ambulance / Paramedic Services, and Police Services handle the additional residents and traffic flow as a result of the proposed development?</p>	<p>Similarly to Waste Management, the Region of Peel manages all emergency services (i.e., fire, paramedics, and police) within the City of Brampton. As such, through detailed design and the future Site Plan Approval stage, the Region will review and approve all relevant plans to ensure proper access and traffic flow for any possible emergency vehicles on the subject site is provided.</p>



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April 12, 2024.

Ms. Emma De Melo, RPP.,
Development Planner, Development Services and Design,
Planning, Building and Growth Management,
City of Brampton.

Re: **City File No. OZS-2023-0020**
Application to Amend the Official Plan and Zoning By-law
69 Bramalea Holdings Ltd.

The urban planning consulting firm, Augusta National Inc., is retained by 2707193 Ontario Inc. (a.k.a. 'Bank Bros. '), 109 East Drive, Brampton. 'Bank Bros. ' operates a significant industrial facility at 109 East Drive, Brampton, employing over 80 people in the processing of edible fat, oils and proteins ('Facility').

'Bank Bros. ' has been contacted by representatives of 69 Bramalea Holdings Ltd. ('69 Bramalea') requesting information on the 'Facility' and its operations further to the preparation of reports in support of the '69 Bramalea' Official Plan, Rezoning and Subdivision applications (File OZS-2023-0020). As soon as possible, please provide an update in regard to these '69 Bramalea' applications so we can understand where these matters currently are in the City's review process, what issues have been raised by the City and others, and whether there are any upcoming Public Meetings to consult further on these application.

One of the key principles that guides the development of healthy, complete transit oriented communities is ensuring "compatible land uses adjacent to industrial facilities to ensure their long term viability." To this end, the City is required protect 'Bank Bros. ' from the introduction of incompatible uses and at the same time, not preclude 'Bank Bros. ' from expanding and/or altering their facility in ways that would allow them to continue to flourish and contribute to the Brampton economy.

With that in mind, 'Bank Bros. ' is currently working with its consultant SLR Consulting (Canada) Ltd and the Ministry of the Environment to move forward with an updated Environmental Compliance Approval ('ECA') for the 'Facility' which takes into consideration upgrades that are being made. 'Bank Bros. ', is in dialogue with '69 Bramalea's consultants and lawyers and is working to provide the materials required for '69 Bramalea's consultants to complete their analysis when those materials become available, in the near future.

It is important that you are aware of these matters as any compatibility related reports provided by '69 Bramalea' will need to take into consideration the updated analysis being undertaken in support of the 'Bank Bros.' 'ECA' that is currently in process. Any reports provided by '69 Bramalea' that rely on historical materials should be considered out of date and will not meet the objective of protecting this 'Facility' from incompatible development.

We appreciate hearing back from you with an update on the '69 Bramalea' applications and we will follow up with a phone call.

Regards:



Mike Everard, M.Sc., RPP., MCIP.
Principal.

City File #: OZS-2023-0020

Premier Doug Ford has announced a goal of 1.5 million housing units by the year 2031. Bill 23 sets targets for each Ontario municipality. Brampton, for example, has been given a target of adding 113,000 housing units over the next eight years. With The Premier announcing on August 21st the Building Homes Faster Fund and with Brampton being at roughly only 23% of their goal as of August it is pretty clear and insulting to the residents in the area that this proposal and any similar future proposals are not up for debate and the residents' concerns are invalid. The city is obviously looking forward to their bonus from the province at which point Brampton residents will not see much of a return, if any. The best return will be an increase in taxes.

The city needs to take a look into the following prior to approval: emergency services, increase in traffic flow, noise control, limited parking, pedestrian safety, current resident inconvenience, school accommodation, sewer system, expanding the road on Bramalea, increase in crime, renters type, amenities, affordable price point for the right renters, building height and placement.

- Can the fire department, ambulance, and police services handle the additional residents and traffic flow? At this time the answer is no. On December 12th, 2015, a townhouse complex of 8 homes burned right across the road from the fire department causing \$3 million in damages. If a whole complex burned across from a fire department, then how can the fire department handle two more proposed buildings on Bramalea, on top of the five more pending approval on Balmoral and Eastbourne (700 Balmoral Dr) and the already four more approved on Bramalea (80 Bramalea, 507 Balmoral Dr) and within 2.5km of each other.
- The police have launched projects Noisemaker and ERASE in an effort to target street racers in Brampton and Mississauga. For 6 months since May, street racers and vehicles with excessively loud exhaust systems will be targeted. Brampton police have turned a blind eye and continue to ignore that this is an ongoing problem in the city of Brampton. Police do not patrol the streets regularly. They are seen in parking lots idling for hours. Bramalea continues to thrive on its fame of being a drag strip at night. Several drivers make it a nightly event and squeal their tires at every set of lights, going up and down Bramalea. There have been quite a number of memorable accidents in the area, which is a growing concern. Drivers go through red lights and stop signs, cars have rolled on their roofs, pedestrians have been hit by cars that flee leaving the person in life threatening condition. Every time there is an accident, residents voice their concerns to the police and to this day the problem is only getting worse. With over 6000 people moving into the area in the near future, keeping in mind this number is on the low end since rentals in the area already house 10-15 people, it does not appear that current emergency services would be able to keep up. A large group of residents were calling 311 repeatedly to reinstall the speed camera in the area and unfortunately it took 3 years to be actioned. Action on safety takes three years; a building approval only takes a

few months. People are not just numbers and should not be treated as such. With the increase in traffic flow from vehicles from all the buildings approved in the 2 km vicinity, how is the noise going to be controlled for the already inconvenienced residents? How is the limited parking going to be addressed? The closest streets are going to become resident and visitor overflow parking from the building; this is seen time and time again in high congested areas and with individuals who take advantage of the free parking on side streets. My driveway has already become an Uber pickup and drop off because of the bus stop. This prevents me from accessing my driveway when I come home, and my vehicle sustains damages from unwelcome drivers using my driveway to pick up passengers. The bus stop route should be updated to stop in front of all the towers along Bramalea, as the majority of people using public transit will be coming from the buildings. Current residents should not endure damages to their property because of city approvals driving more people to their property, through their property, or on their property. Dixie Rd already has a noise wall from Orenda Rd to just before Clark and there are no buildings directly across the road. When will the residents on Bramalea be accommodated with a noise wall to compensate for the significant increase in traffic and the extreme noise? The residents should not be held responsible for the cost for an inconvenience that is created by the city's approved proposed plan and the builder that builds. Bear in mind the city will receive a bonus for achieving their goal; there is money to be shared. Money that was never available in previous years. The builder will make millions on the build. Who will pay for the wall, the city or the builder?

- There are only six elementary schools and one secondary school in roughly a 2 km proximity. How are they going to handle the overflow of students? More children in the classroom will not save more money and students will be challenged to receive one on one session with their teachers in overflowing classrooms.
- Can the current sewer system handle the growing infrastructure? In July 2013, the entire area was flooded with sewer backup which cost insurers \$850 million for the province of Ontario. If the infrastructure is not updated to match urban growth and development, how and when will the city fix the issue before it happens again? Will the city or the builder be funding an upgrade?
- Will Bramalea be expanded, when and where? Bramalea has traffic from Steeles to Sandelwood every day. With the increase in housing on Bramalea how is the increase in traffic flow going to be accommodated? The road is only four lanes. GO and Brampton transit are not going to be the primary form of transportation by residents. The transportation is already congested, the cleanliness is lacking, the odour is plentiful, not everyone wants to take three to four busses to get to a minimum wage job in one hour, and the increasing lack of safety on public transit is extremely concerning and as a result has been steering people to driving their own vehicles or using Uber.
- With the increase in traffic flow and new residents to the area this will draw crime as well. Neighbours have had property stolen like lawn furniture, licence plates, etc. People

walk around with beer and smoke weed at the bus stops, conducting drug deals, there have been hit and runs, drunk drivers causing serious accidents, regular drivers racing & performing stunt driving, car thefts, attempted break ins, actual break ins, and murder on a school street. Safety should always be top priority, everyone wants to return home. How is this building going to benefit the current residents and improve their safety?

- The building is proposed to be all rental units. Renters come with a different level of issues. As just mentioned crime is not decreasing in the area. In addition, in the past two years, the surrounding area has populated with mainly student renters who have no respect for the residents and their properties. They ruin the property they are living in and other neighbours' properties causing the value of homes to decrease. Renters have a different level of responsibility and respect versus home owners.
- The builder is proposing amenity space. The space should be available to the public. How is the building benefiting the current residents? Let us benefit from your build. The city had taken three years to make a decision on what to do with the burned community centre on Victoria Crescent. Staff provided council with three options including, demolishing the old structure and replacing it with a new one, re-purposing the existing structure with a 5,000 square-foot addition, or demolishing it and declaring the lands surplus to be sold as industrial employment lands. Council had decided on the first option, approving a \$17.5 million budget amendment to demolish the 52-year-old arena and replace it with a new "dry-floor" recreation centre. Where is the recreation centre? Where is the \$2.4 million insurance payout? If the builder doesn't share the amenities space then what is being done by the city to accommodate the people living in the area?
- The builder is proposing rental units. The Ford government is pushing for affordable housing. Housing units are averaging from \$1500 to \$3500. What is the builder going to charge to draw in responsible/respectful families? How is the builder not going to be the only beneficiary of this build with overpriced units, low balling contractors causing them to shortcut to make a descent pay check, and inconveniencing residents with noise from construction and additional traffic flow?
- The proposed building height is 28 and 22 stories. The current infrastructure does not support the proposed building height. The traffic is already impossible. The noise is unbearable. The sewage system is not upgraded. The bus route and frequency needs revision. The amenities are not enough. The city maintenance is lacking with garbage everywhere, grass not being cut, the trees overhanging on sidewalks. The building alone is an eyesore. It's not enough another 7 story was recently approved at 80 Bramalea, up against houses, but this one will be visible even over that building. The buildings should be half the size and the shorter of the two buildings should be closer to the GO station rather than the houses. If the builder is promoting the GO station then the larger building should be closer to the GO station. All of these points need to be addressed before the area can support a new build. Too many times a building is dropped in place

and everyone walks away with their money and the surrounding residents are left hanging with the issues.

Don't make a decision on impulse and dollar signs. Think about the current problems, don't ignore them, fix them first. Mayor Brown and city councillors, you are elected to make the city better, to serve and listen to the people that voted you and those that didn't. Residents know firsthand what goes on in the area and what the current issues are. Their concerns have been shut down with building after building being approved. That is why a lot of residents know this said proposal is a formal way of informing residents the building has already been approved. Additional buildings and additional residents will only increase the current issues. The issues need to be addressed and fixes need to be put in place first and not after all the buildings go up.

Changes need to happen before approval and not as an afterthought.

August 29, 2023

Project: CB2.BR

VIA EMAIL

Emma De Melo
Development Planner, Planning, Building, and Growth Management
City of Brampton
2 Wellington Street West,
Brampton ON L6Y 4R2

Re: 69 Bramalea Road (City file number #: OZS-2023-0020)

We represent Mac Mor of Canada Ltd., the owner of 75 Bramalea Road, whose property is located immediately north of the proposed development at 69 Bramalea Road (City file number #: OZS-2023-0020).

The proposed development at 69 Bramalea Road includes two (2) mixed-use apartment buildings of 28 and 22 storeys with a proposed Floor Space Index (FSI) of 4.84 times the lot area. Having reviewed the proposed development's submission material submitted June 26, 2023, we provide the following comments related to:

- Height and Density;
- Tower Separation Distance; and
- Draft Zoning By-law Amendment.

Height and Density

We support the proposed height and density, which are consistent with the Preliminary Land Use Plan for the Bramalea GO Major Transit Station Area (MTSA). High-density mixed use buildings are needed to support the realization of a vibrant MTSA, and support the financial viability of the existing rapid GO Transit line.

Tower Separation Distance

The proposed side yard setback of the 28-storey mixed-use apartment building to the north property line is 11 metres per the Site Plan dated May 26, 2023. Generally, a 25-metre tower separation should be provided, which would result in a 12.5-metre tower setback along the shared property line between 69 and 75 Bramalea Road (also identified for high-rise mixed-use).

The City's Draft Official Plan (December 2022) states that high-rise buildings should generally provide a minimum of 25 metres between towers (Draft OP 3.1.1.39). We have no concerns with the proposed 11-metre tower setback, provided that City staff will not export the 1.5 metre setback deficiency onto 75 Bramalea Road to meet the 25 metre separation, and that staff would support a similar 11-metre tower setback on 75 Bramalea Road when a future proposal comes forward.

Draft Zoning By-law

We acknowledge that the Draft Zoning By-law Amendment (ZBA) submitted as part of the June 26, 2023 submission is the first iteration, however, the Draft ZBA should provide the podium and tower side yard setbacks, not a single side yard setback.

Conclusion

Overall, we support the proposed development at 69 Bramalea Road, with the confirmation that a similar tower setback can be applied to 75 Bramalea Road when a future proposal comes forward. Should you have any questions or clarification we would be happy to discuss at your convenience.

Yours very truly,
SGL PLANNING & DESIGN INC.



Raymond Ziemba, MCIP, RPP
Senior Planner

c.c. Harry Glicksman, Mac Mor of Canada Ltd
Maggie Bassani, Aird & Berlis
Peter Van Loan, Aird & Berlis
Paul Lowes, SGL Planning & Design Inc.