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# RESULTS OF PUBLIC MEETING

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**Results of Public Meeting (June 17, 2024) and Correspondence Received**

**OZS-2024-0033**

**Members Present:**

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  
Mayor Patrick Brown (ex officio)

**Staff Present:**

Angelo Ambrico, Acting Commissioner, Planning Building and Growth Management  
Allan Parsons, Director, Planning, Building and Growth Management  
Henrik Zbogor, Director, Integrated City Planning  
David Vanderberg, Manager, Planning Building and Growth Management  
Melinda Yogendran, Planner, Integrated City Planning  
Wang Kei (Edwin) Li, Planner, Development Services & Design  
Harsh Padhya, Planner, Development Services & Design  
Yinzhou Xiao, Planner, Development Services & Design  
Chinoye Sunny, Planner, Development Services & Design  
Sadaf Shahid-Hussain, Planner, Development Services & Design  
Arjun Singh, Planner, Development Services & Design  
Satwant Hothi, Planner, Development Services & Design  
Noel Cubacub, Planner, Integrated City Planning  
Tristan Costa, Planner, Integrated City Planning  
Samantha Dela Pena, Planner, Development Services & Design  
Genevieve Scharback, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Gagandeep Jaswal, Acting Legislative Coordinator

**Staff Report:**

PDC113-2024

Chinoye Sunny, Planner, Development Services & Design, presented an overview of the application that included location overview, area context, site photos, development proposal, tertiary plan, planning framework summary, official plan designation, Brampton plan designation, secondary plan designation, zoning by-law, zoning by-law amendment, key issues and considerations, and next steps.

Richard Domes, Gagnon Walker Domes, consultant on behalf of the applicant, presented an overview of the application that included site context, Brampton plan designation, site plan summary, ground floor context, bio-diversity corridor, landscape buffers, dimensions, and tertiary plan.

The following delegations addressed Committee and expressed their concerns, comments, and questions with respect to the subject application:

1. Patrick Silva, Brampton Resident
2. Sharon Fraser, Brampton Resident

The following registered delegation was in attendance and withdrew their delegation:

1. Charles Foster, Brampton Resident

City Clerks received six (6) resident correspondence emails from the community. The following section summarizes issues raised by members of the public at the statutory public meeting. A response to each of the concerns is provided below:

### **Unsuitable Location for the Proposed Development**

Comments were received from the public with regard to the unsuitable location of the proposed high-rise residential development.

#### *Response:*

The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton GO Major Transit Station Area (MTSA). MTSA's are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. These areas are planned to evolve into vibrant, high-density, mixed use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities.

The proposed development contemplates a minimum tower separation of 25.0 metres, a minimum building podium setback of 7.5 metres. These building setbacks, along with the enhanced biodiversity corridor are proposed along the western limits of the development adjacent to the existing 2-storey townhouses allow for an appropriate transition from low-density to high-density.

Additional design guidelines and enhanced landscaping buffers will be evaluated and reviewed in a future Site Plan Application.

As such, Staff conclude that the proposed development is located in an appropriate location suitable for the high-density development.

### **Construction Disturbance within the Neighbourhood**

Comments were received from the public with regard to the increased construction in the neighbourhood.

#### *Response*

The proposed development will require a Building Permit from the City of Brampton, any site works will be subject to City requirements (i.e. hoarding, shoring, phasing, street access, hours of construction and applicable securities etc.).

### **Location of Waste Collection**

Comments were received from the public with regard to the location of the waste collection area.

#### *Response*

Two waste storage rooms are provided on the P1 level of the proposed development. The waste bins will be transferred within the site from the storage facility to the bin staging area on collection day. The Region of Peel manages and provides Waste Management Services (i.e., garbage collection service) for the City of Brampton. 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 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.

### **Insufficient amount of Parking Spaces**

Comments were received from the public with regard to the insufficient amount of parking spaces proposed.

#### *Response*

At the initial public meeting, the proposed development contemplated 184 parking spaces. The new proposal contemplates 310 parking spaces between both towers (45 and 48 storeys).

On March 24, 2021, Council adopted By-Law [45-2021](#) to amend parking standards in the Downtown, Central Area and Hurontario-Main Corridor. The purpose is to eliminate minimum parking requirements for any use, except for the visitor parking space requirement. Following this enactment, the provincial government passed Bill 185: Cutting Red Tape to Build More Homes Act, which eliminates minimum marking requirements in MTSA's as part of the Planning Act.

The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton GO Major Transit Station Area (MTSA). MTSA's are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. These areas are all supported by higher order transit and is meant to promote walkable cities.

### **Shadow Impact and Privacy**

Comments were received from the public with regard to the potential privacy and shadow impact that the proposed development will have on the existing neighbourhood.

#### *Response*

The proposed development includes ample setbacks, landscaping, and a biodiversity wall to allow for adequate screening from nearby residential properties. Regarding shadow impacts, a Sun / Shadow Study, prepared by Graziani and Corazza Architects, dated March 2024, was submitted for staff review. A resubmission was submitted on October 2024, for the revised proposal that includes 2 towers. The shadows cast by the proposed development are slender and fast-moving, minimally impacting adjacent low-rise dwellings, the public realm and parks and open spaces. City Urban Design Staff have reviewed the Sun / Shadow Study and conclude that the studies are satisfactory, all requirements have been met and there are no further sun / shadow concerns with respect to the proposed development.

### **Tower Separation and Setbacks**

Comments were received from the public with regard to the tower separation and setbacks of the proposed development.

#### *Response*

Appropriate height, tower separation, and building setbacks are implemented through the Zoning By-Law Amendment process. A Minimum Tower Separation of 25 metres and various built form setbacks have been included in the Draft Zoning By-law (see Attachment 14). As such, the development proposal will provide adequate setbacks to any surrounding land uses, particularly from the proposed towers and setbacks.

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## **Results of Public Meeting (January 9, 2025) and Correspondence Received**

**OZS-2024-0033**

### **Members Present:**

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  
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  
Angelo Ambrico, Manager, Development Services  
Nicole Hanson, Principal/Supervisor, Development Services  
Vikram Hardatt, Advisor, Special Projects, Integrated City Planning  
Tristan Costa, Planner, Integrated City Planning  
Chinoye Sunny, Planner, Development Services & Design  
Samantha Dela Pena, Planner, Development Services & Design  
Genevieve Scharback, City Clerk  
Charlotte Gravlev, Deputy City Clerk  
Gagandeep Jaswal, Acting Legislative Coordinator

**Staff Report:**  
PDC004-2025

Chinoye Sunny, Planner, Development Services & Design, presented an overview of the application that included location overview, area context, site photos, development proposal, tertiary plan, planning framework summary, official plan designation, Brampton plan designation, secondary plan designation, zoning by-law, zoning by-law amendment, key issues and considerations, and next steps.

Richard Domes, Gagnon Walker Domes, consultant on behalf of the applicant, presented an overview of the application that included site context, policy perspective, Brampton plan designation, initial plan summary, revisited plan summary, uses, setback and streetscape, landscape plan, building dimensions, angular plane, and a summary of notable changes.

The following delegations addressed Committee and expressed their concerns, comments, and questions with respect to the subject application:

1. Angela Hiba, Brampton Resident

City Clerks received one (1) resident correspondence email from the community. The following section summarizes issues raised by members of the public at the statutory public meeting. A response to each of the concerns is provided below:

**Construction Disturbance within the Neighbourhood**

Comments were received from the public with regard to the increased construction in the neighbourhood.

*Response*

The proposed development will require a Building Permit from the City of Brampton, any site works will be subject to City requirements (i.e. hoarding, shoring, phasing, street access, hours of construction and applicable securities etc.).

**Location of Waste Collection**

Comments were received from the public with regard to the location of the waste collection area.

*Response*

Two waste storage rooms are provided on the P1 level of the proposed development. The waste bins will be transferred within the site from the storage facility to the bin staging area on collection day. The Region of Peel manages and provides Waste Management Services (i.e., garbage collection service) for the City of Brampton. 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 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.

### **Increased Traffic Congestion**

Comments were received from the public with regard to the increased traffic congestion due to the proposed development.

#### *Response*

A Traffic Impact Study (TIS) was prepared by BA Group 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 Mill Street North and Nelson Street West. Vehicular access to the underground parking garage is provided via a new consolidated driveway off Mill Street North which runs through the middle of the site. The development proposal also includes road widenings of 5.50 metres and 2.00 metres along Mill Street North and Nelson Street West, respectively, to accommodate the ultimate right-of-way widths planned for these streets and future public realm improvements. City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.

### **Property Line Infringement**

Comments were received from the public with regard to part of the proposed development being built on the adjacent property line.

#### *Response*

A survey and concept plan were provided for the proposed development. None of the plans depict that the proposed development will infringe on the adjacent property line to the south.

### **Bicycle Parking Spaces**



Comments were received from the public with regard to the total amount of bicycle parking spaces provided for the application.

*Response*

The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton GO Major Transit Station Area (MTSA). MTSA's are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. These areas are planned to evolve into vibrant, high-density, mixed use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities. The emerging policy framework for Brampton and Downtown Brampton specifically, is to prioritize sustainable development and multi-modal transportation. The amount of bicycle parking spaces will help support pedestrian mobility and encourage sustainable transportation options. Also, future changes to the downtown will support higher order transit, and the development of bicycle lanes.