

Results of Public Meeting (April 8th, 2024) and Correspondence Received
OZS-2024-0001

Members Present via Virtual Option:

Regional Councillor M. Palleschi - Wards 2 and 6
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 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
Carolyn Crozier, Manager, Development Services
Michelle Gervais, Planner, Integrated City Planning
Samantha DeLaPena, Planner, Development Services
Harjot Sra, Planner, Development Services
Sadaf Shahid-Hussain, Planner, Development Services

Andrew Ramsammy, Planner, Development Services

Divjot Singh, Advisor, Special Projects, Development Services

Nicole Hanson, Planner, Development Services

Nasir Mahmood, Planner, Development Services

Paul Brioux, Planner, Development Services

Charlotte Gravlev, Acting City Clerk

Tammi Jackson, Legislative Coordinator

Gagandeep Jaswal, Acting Legislative Coordinator

Item 5.1

Staff Presentation re: Application to Amend the Official Plan and Zoning By-law, Blackthorn Development Corporation, Mitra T. Kissoon, Daneshwar Kissoon, & Sugrim Enterprises Inc., 55, 57, 59, 61, 63, and 65 Park Street, Ward 1, File: OZS-2024-0001

A Planning and Development Services Committee was held in-person and 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.

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

At the September 11, 2023, statutory public meeting, the following delegations addressed Committee and expressed their views, suggestions, and questions with respect to the subject application:

1. Barbara Johnstone, Brampton Resident
2. Kevin Troake, Brampton Resident
3. Stefan Hornung, Brampton Resident

4. Suzanne White, Brampton Resident
5. Dianne and Ron McCoy, Brampton Residents
6. Stephanie Beaumier, Brampton Resident
7. Andrew Porter, Brampton Resident
8. Matthew Samatas, Brampton Resident
9. Adam Crutch, Brampton Resident
10. Sylvia Roberts, Brampton Resident
11. Sushil Taylor, Brampton Resident
12. Gillian Olohan, Brampton Resident
13. Written correspondence from Maxine Biesenthal, Brampton Resident, dated March 26, 2024.

Following the public meeting on April 8th, 2024, written correspondence was received from the following:

1. Written correspondence from Gillian Olohan, Brampton Resident, dated May 22, 2024.
2. Written correspondence from Adam Crutch, Brampton Resident, dated June 6, 2024.
3. Written correspondence from Staci Lowe, Brampton Resident, dated June 7, 2024.
4. Written correspondence from Nav Bubber, Brampton Resident, dated July 11, 2024.
5. Written correspondence from Rish Chopra, Brampton Resident, dated October 11, 2024.

A Non-Statutory Public Meeting for this application was also held on May 28th, 2024, at the Alderlea Event Space in downtown Brampton. Based off the Open House sign-in sheet, nineteen (19) residents and community members attended the Non-Statutory Public Meeting to discuss the proposal, comments and/or concerns, learn more about

the application, and engage directly with both the applicant and City staff, who were in attendance to answer any questions.

A summary of the issues and a response to the issues are included in the summary chart below:

Concern Raised	Staff Response
<p>The proposed development does not align with the characteristics of the neighbourhood and the existing sense of community.</p>	<p>The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton Innovation District GO Major Transit Station Area (MTSA). 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.</p> <p>The recommended development contemplates a minimum tower separation of 25.0 metres, a minimum building podium setback of 7.5 metres. These building setbacks allow for an appropriate transition from low-density to high-density.</p> <p>Additional design guidelines and enhanced landscaping buffers will be evaluated and reviewed in a future Site Plan Application.</p>
<p>The proposed development provides inadequate parking.</p>	<p>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.</p>

	<p>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.</p>
<p>The proposed development and building height raise privacy concerns for neighbouring low-rise single detached dwellings, as well as shadow casting and negative impacts to sightlines.</p>	<p>The proposed development includes appropriate setbacks, and landscaping to allow for adequate screening from nearby residential properties.</p> <p>Regarding shadow impacts, a Sun / Shadow Study, prepared by R. Bouwmeester & Associates, dated May 26th, 2023, was submitted for staff review. The shadows cast by the proposed development are limited, 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.</p>
<p>The proposed development raises traffic concerns for the area, including potential hindrances to emergency services vehicles.</p>	<p>A Traffic Impact Study (TIS) was prepared by EXP Services Inc. 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 Park Street, Denison Ave, McMurchy Ave N, and Railroad St. Vehicular access to the underground parking garage is provided via a new consolidated driveway off Park Street, which runs along the perimeter of the site.</p>

	<p>These matters would be finalized and implemented via a future site plan application.</p> <p>City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.</p> <p>In regard to emergency service vehicles, 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 emergency vehicles on the subject site is provided.</p>
<p>The proposed development raises noise, pollution, and pest concerns.</p>	<p>In regard to pollution and pest concerns, similar to emergency vehicles, 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 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>In regard to Noise concerns, a Noise Study prepared by HGC Engineering to assess road traffic and noise impacts to the immediate area as a result of the proposed development. Development Engineering staff have evaluated the study</p>

	<p>and have no further concerns with respect to the Noise Study.</p>
<p>The proposed development raises environmental impact concerns. has an Environmental Impact Assessment been completed and if not, will one be completed?</p>	<p>A Phase 1 and 2 Environmental Site Assessment was prepared by EXP Services Inc. and was carried out in accordance with Ontario Regulation 153/04.</p> <p>Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessments.</p>
<p>Has a neighbourhood assessment been performed and if not, will one be completed?</p>	<p>A Planning Justification Report (PJR) was prepared by Design Plan Services and submitted to the City to provide rationale for the development and to outline how the proposal aligns with provincial and municipal policy. Furthermore, the PJR also includes sections assessing surrounding neighbourhood area context and recent nearby development activity.</p> <p>Planning staff have evaluated this study and have found it satisfactory.</p>
<p>If the proposal is approved, how will it impact the Brampton Official Plan and what will the future implications be?</p>	<p>If approved, the Secondary Plan Amendment will be implemented through the Brampton Official Plan. The amendment will serve to facilitate the proposed development of the subject lands in alignment with the overall planning framework established by the City.</p> <p>The broader policies of the Brampton Official Plan that relate to the subject site are in conformity with the proposed development. Staff have reviewed the application against the Brampton Plan and have found that the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is</p>

	<p>satisfied that the proposed Secondary Plan and Zoning By-Law Amendment (Attachment 14 and 15) is consistent with the policies of the Brampton Plan (2023).</p> <p>Please refer to the Detailed Planning Analysis found in Attachment 12 for more details regarding land use policies and conformity.</p>
<p>The proposed development inadequately considers planning comments.</p>	<p>Since the time of receipt of the application, the applicant has submitted three (3) submission packages to be able to resolve various technical issues, including planning comments, associated with the proposal. Since the time of writing this report, all City departments have reviewed and found all materials submitted satisfactory.</p> <p>At the time of writing this report, City staff have not received Regional Clearance to enact the Zoning By-law. City staff have followed up with Regional staff and have yet to receive a formal response on the matter. At this time, staff are recommending that the enactment of the Secondary Plan and Zoning By-Law Amendment be deferred until formal regional clearance is provided.</p>
<p>There are insufficient existing transit services in order to support the proposed development.</p>	<p>The subject property will be located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City.</p> <p>As per Schedule 3B – Transit Network on the Brampton Plan (2024), the arterial roads that are within walking distance of</p>

	<p>the proposed development (i.e., Queen Street West and Main Street North) are designated “Higher Order Transit (BRT or LRT)” and “Priority Bus or Zum”, respectively.</p> <p>As per Section 2.1.3.10 – Transit Hierarchy 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. “Priority Bus (Züm)” refers buses that operate quickly and reliably without the need for a dedicated right-of way by providing protection from mixed traffic and use other transit priority measures such as queue jump lanes and signal priority at intersections. Priority Bus routes operating in Priority Bus corridors typically have wider spacing between stops (e.g., every 300 to 800 metres) to improve travel times over long distances. Buses running in Priority Bus corridors will operate at least every 15 minutes, all-day.</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>
<p>There are concerns with the removal of trees as a result of the proposed development.</p>	<p>Through a future Site Plan Approval application, the City will ensure the applicant identifies all trees proposed for removal and trees to be retained, along with appropriate requirements for replacement trees. If trees near property lines are potentially impacted, the site plan approval process will confirm ownership, and any permissions required from adjacent property owners. Where impacts to shared or neighbouring trees are uncertain, the City may require securities to address potential damage.</p>

