

## Delegation Request

For Office Use Only:  
Meeting Name:  
Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting:  City Council  Planning and Development Committee  
 Committee of Council  Other Committee:

Meeting Date Requested: April 8, 2026

Agenda Item (if applicable):

Name of Individual(s): Helen McAuley

Position/Title:

owner/resident

Organization/Person  
being represented:

Full Address for Contact:

Telephone:

Email:

Subject Matter  
to be Discussed:

Urgent Need to Appeal COA Decision-Application # A-2025-0113 to the OLT with a 20 day limitation period to appeal the Decision dated March 24, 2026

Request to  
Council/Committee:

Request that the City of Brampton appeal the COA Decision dated March 24, 2026 re COA Application # A-2025-0113 to the OLT because: the COA did not apply the 4 prong test required under the Planning Act; the variance sought is not minor; and significant resident opposition

Attendance:  In-person  Remote

A formal presentation will accompany my delegation:  Yes  No

Presentation format:  PowerPoint File (.ppt)  Adobe File or equivalent (.pdf)

Picture File (.jpg)  Video File (.mp4)

Other: oral

Additional information/materials will be distributed with my delegation:  Yes  No  Attached

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the City Clerk's Office, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2100, email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca).

# **Subject: Formal Request for the City of Brampton to Appeal Committee of Adjustment Decisions Regarding 89 Mill Street North at the Ontario Land Tribunal**

Dear Mayor Brown and Councillors,

I am writing to you as a resident and homeowner at [REDACTED], where I have lived with my family for nearly forty years. I am writing today to formally request that the City of Brampton file an appeal with the Ontario Land Tribunal (OLT) regarding the recent Committee of Adjustment (COA) decisions to approve large-scale daycare operations at **89 Mill Street North**.

## **I. This Should Not Have Been Approved at the COA**

While there is an undeniable need for affordable childcare in Brampton, this specific location is entirely inappropriate for the scale of the proposed operations. This application was processed as "minor variances," yet a 60-child daycare with 15 staff members represents a massive intensification of a single-family detached dwelling. *This is not a minor variance*; it is a major change in land use that should have been subjected to a full Zoning By-law Amendment process, allowing for the rigorous planning oversight and Council transparency that a volunteer lay committee cannot provide.

## **II. Failure of the Four Tests (Planning Act)**

The Committee of Adjustment is legally mandated to ensure all applications meet the "Four Tests" under the Planning Act, yet this proposal fails on every count. Transitioning a single residential dwelling to a 75-person daily occupancy is a massive shift in intensity that cannot be considered "minor," nor is it "desirable" to force high-volume institutional use into a mature, historic residential neighbourhood. Ultimately, these approvals directly conflict with the clear intent of the Zoning By-law and Official Plan, which are designed to maintain stable, low-density communities and protect heritage neighborhoods from the very over-intensification this project represents.

## **III. Safety and Compatibility Concerns**

Our neighborhood is already struggling with significant infrastructure and safety challenges. Over the last several years, we have seen a marked increase in traffic and accidents at the intersection of David Street and Mill Street, driven by commuters traveling to and from the GO Station and the commercial business located at the dead end of David Street (69 David Street). Because the corner of Mill and David is not a four-way stop, we witness regular accidents at this intersection. The urgency of commuters racing to catch trains often leads to distracted driving and speeding through our residential streets. Furthermore, the heavy traffic on Main Street and in the area tends to migrate to other parallel streets, including Mill Street.

Adding a 60-child facility will bring:

- **Operational Risk:** The proposed "kiss and ride" is fundamentally flawed for infants and toddlers. Unlike older students, these children must be unbuckled and escorted inside by a parent, a process taking 10–15 minutes per vehicle. This makes quick turnover impossible. Because these parents are often rushing to reach the nearby GO Station or their place of employment, they will not utilize distant public parking or the proposed kiss and ride; instead, they will seek the most convenient on-street parking available on Mill and David Streets. This will create a constant line of idling and maneuvering vehicles that will significantly worsen existing bottlenecks and block the flow of GO train traffic. Ultimately, this creates a dangerous environment for local children and residents by introducing severe congestion and safety issues to an already stressed and unsafe street.
- **Inconsistency in Enforcement:** The City rightfully takes action against residential overcrowding for safety reasons. It is contradictory to then permit a higher daily occupancy through an institutional "variance" in the same type of dwelling.

#### **IV. More Suitable Locations Exist**

While childcare is a vital service, operations of this scale belong in properly zoned, purpose-built sites—not forced into residential homes never designed for such intensity. These centers require infrastructure that can genuinely support high child capacity and sufficient parking for both staff and parents. For example, suitable rental units are available at the former shoe factory ('Old Shoe Factory') just one block away (57 Mill Street); located directly across from the GO Station. This site offers the ample parking and commercial capacity necessary to accommodate this use without compromising a residential neighborhood.

#### **V. Overwhelming Community Opposition**

The opposition to these applications was not marginal—it was nearly unanimous. Residents across the entire downtown core and beyond expressed their concerns through petitions and oral submissions at the COA. When a community speaks with such a singular, organized voice, it is a clear indicator that the proposal is fundamentally incompatible with the surrounding neighborhood.

#### **VI. Concerns with the COA Process**

The approval process for these files was deeply concerning and, frankly, felt like a complete farce. During the March 24, 2026 meeting, it was evident that the scale and long-term planning implications of these applications were not consistently understood across the panel. Furthermore, the perceived "checking of a box" for public input—only to systematically disregard every piece of evidence and concern provided by the neighbors—has left the community feeling that the outcome was predetermined and our participation was entirely performative.

## Conclusion and Request for Action

Childcare operations of this magnitude belong in properly zoned, purpose-built commercial sites that can accommodate the necessary parking and safety protocols—not to force 75 people into a single-family residential home.

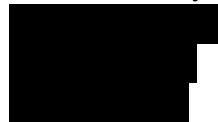
We urge Council to:

1. **File an appeal of the COA decisions for 89 Mill Street North.**
2. **Review the COA process** to ensure that applications of this intensity are directed through the proper Zoning Amendment channels in the future.

The residents of this neighborhood deserve a planning process that prioritizes safety, technical integrity, and community compatibility over convenience.

Sincerely,

Helen McAuley



NOTE: Permission/authorization granted to post this correspondence on the agenda and for public scrutiny.

**PROJECT STATISTICS**  
**ADDRESS:** 89 MILL ST N, BRAMPTON  
**ZONING:** RESIDENTIAL SINGLE DETACHED B - R1B ZONE  
**LOT FRONTAGE:** 24.13 m  
**LOT AREA:** 714.97 m<sup>2</sup>  
**PERMITTED USE:** PLACE OF WORSHIP  
**PROPOSED USE:** DAYCARE CENTRE

APPLICABLE ZONING BYLAW	REQUIRED	EXISTING
MINIMUM LOT AREA	450 m <sup>2</sup>	714.97 m <sup>2</sup>
MINIMUM LOT WIDTH	15 m	24.13 m
MINIMUM LOT DEPTH	30 m	29.85 m
MINIMUM FRONT YARD DEPTH	6 m	4.49 m
MINIMUM FRONT SIDE DEPTH	3 m	7.30 m
MINIMUM FRONT REAR DEPTH	7.5 m	10.92 m
MAXIMUM BUILDING HEIGHT	10.6 m	10.04 m

**GROSS FLOOR AREA**

	TOTAL
MAIN FLOOR	133.21 m <sup>2</sup> / 1433.85 ft <sup>2</sup>
SECOND FLOOR	106.47 m <sup>2</sup> / 1146.02 ft <sup>2</sup>
<b>TOTAL GFA</b>	<b>239.68 m<sup>2</sup> / 2579.89 ft<sup>2</sup></b>
BASEMENT FLOOR	106.47 m <sup>2</sup> / 1146.02 ft <sup>2</sup>

**LOT COVERAGE:**

	TOTAL
DWELLING FOOTPRINT:	133.21 m <sup>2</sup> / 1433.85 ft <sup>2</sup>
DETACHED GARAGE	28.16 m <sup>2</sup> / 303.11 ft <sup>2</sup>
<b>TOTAL LOT COVERAGE:</b>	<b>161.37 m<sup>2</sup> / 1736.97 ft<sup>2</sup></b>

**PARKING REQUIRED:** NA

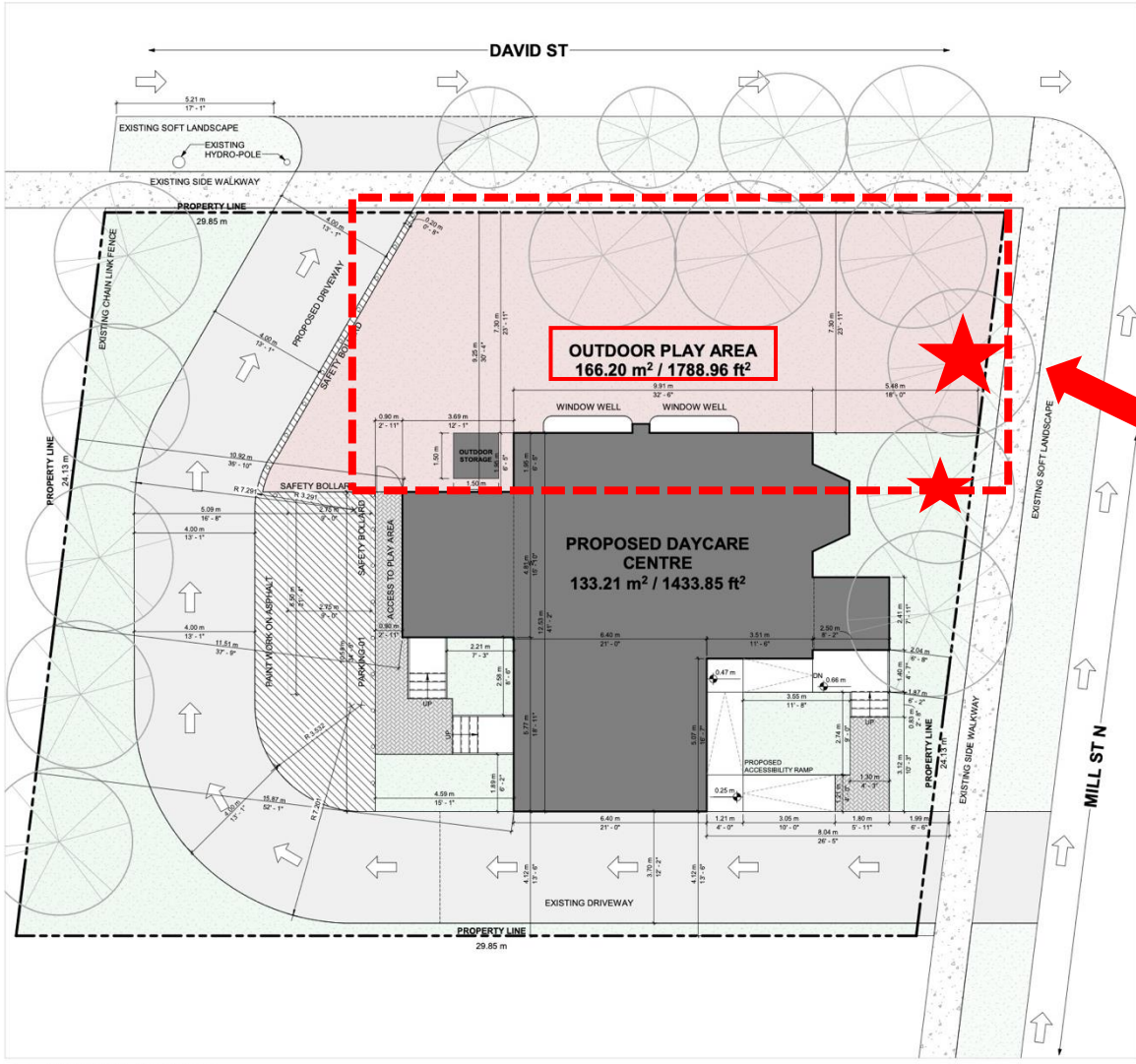
**DECK ZONING BYLAW**  
**LANDING ENCRoACHING IN FRONT YARD**  
 MAXIMUM ENCRoACHMENT OF 1.8 METRE IS ALLOWED  
**MINOR VARIANCE REQUIRED FOR ENCRoACHMENTS**

**6.96 M PROVIDED**

**PLAYAREA ROTATION**

GROUP	MAX CHILDREN PER GROUP	UNOBSTRUCTED AREA REQUIRED	OBSTRUCTED AREA
1 & 2	31	173.6 m <sup>2</sup> / 1868.61 ft <sup>2</sup>	3.7 m <sup>2</sup> / 40 ft <sup>2</sup>

AREA REG.	AREA PROVIDED	LUNCH BREAK:	SLEEP TIME:
177.3 m <sup>2</sup> / 1908.43 ft <sup>2</sup>	199.67 m <sup>2</sup> / 2149.22 ft <sup>2</sup>	11:30 - 12:00	12:30 - 2:00

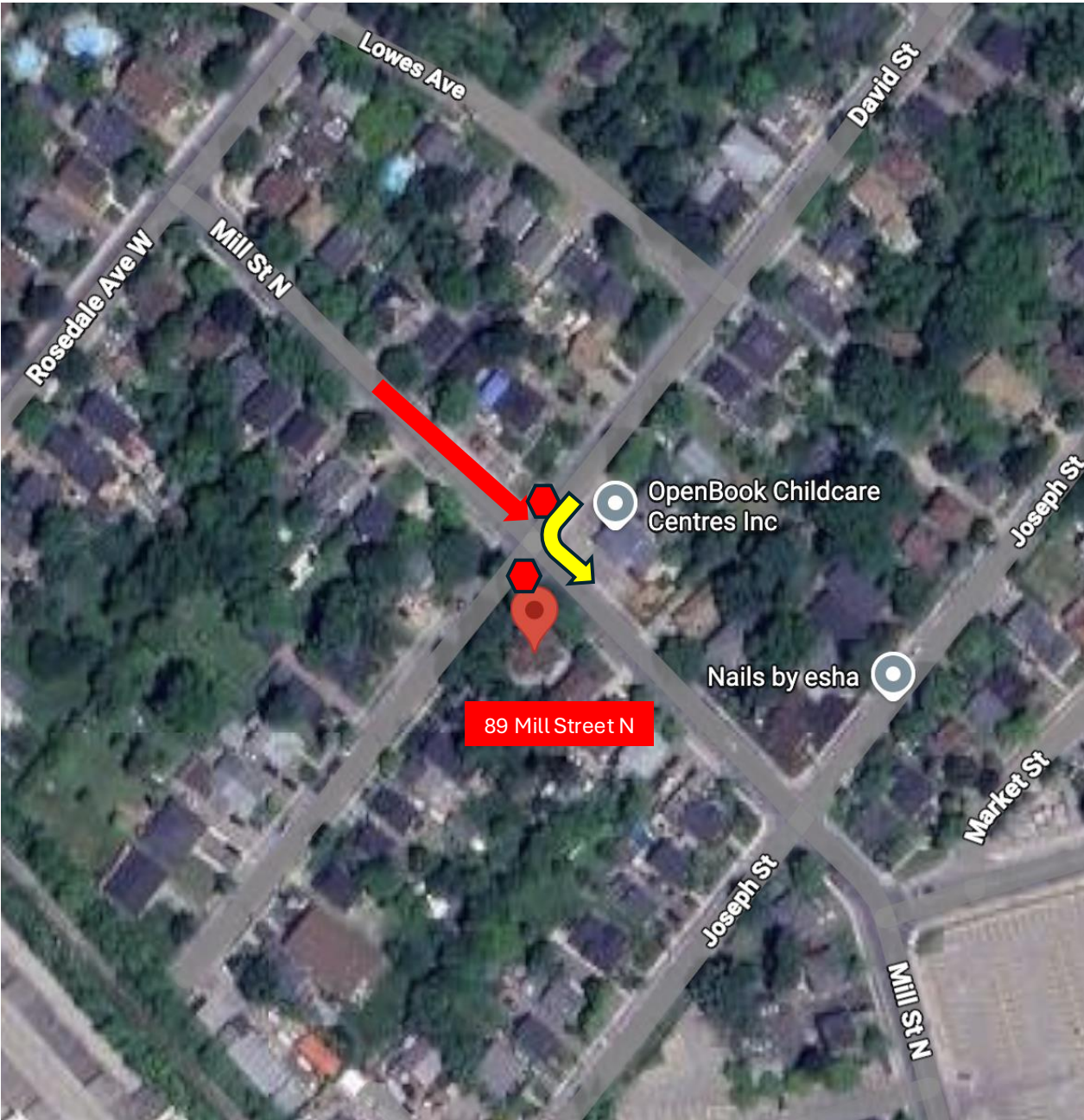


Damage to tree as a result of impact from multiple car accidents

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24x36  
 C:\Users\stah\Documents\Projects\2025-118 - Daycare, 89 Mill St N, Brampton\05-EMCS-191.rvt  
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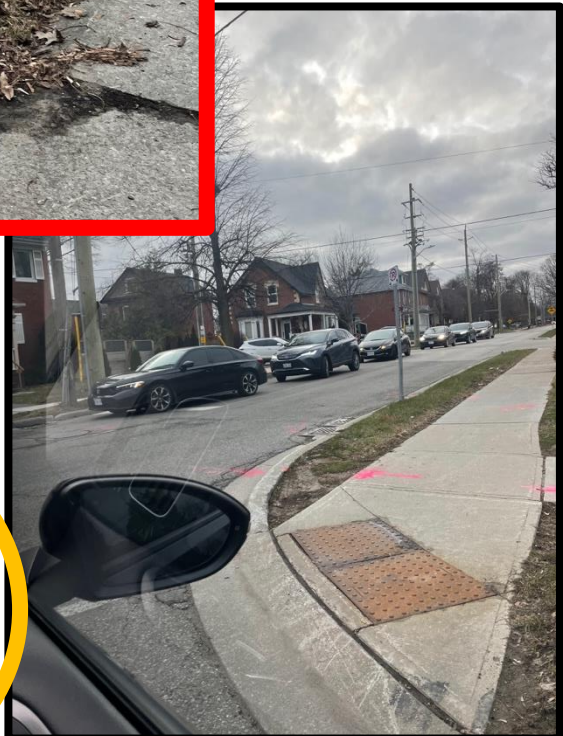
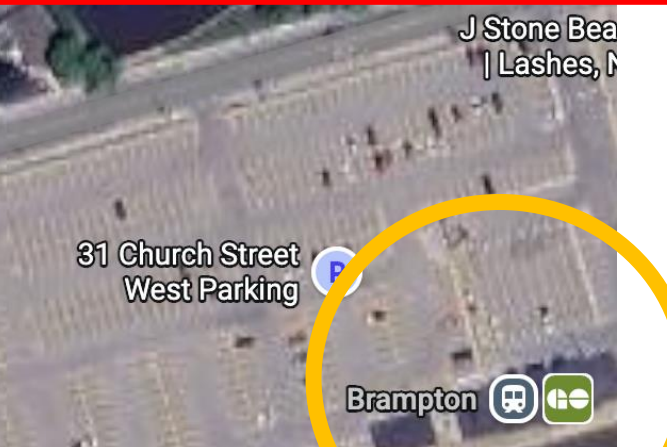
DRAWING LAST EDITED: 3/18/2026 11:18:36 AM



89 Mill Street N



Accident witnessed on April 1<sup>st</sup>, 2026



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