

For Office Use Only  
 (to be inserted by the Secretary-Treasurer  
 after application is deemed complete)

FILE NUMBER: A-2025-0108

*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 and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, 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 Properties Inc.  
**Address** [REDACTED]  
 \_\_\_\_\_  
 \_\_\_\_\_  
**Phone #** [REDACTED] **Fax #** \_\_\_\_\_  
**Email** [REDACTED]

2. **Name of Agent** WSP Canada Inc. c/o Chad B. John-Baptiste and Jane Law  
**Address** [REDACTED]  
 \_\_\_\_\_  
 \_\_\_\_\_  
**Phone #** [REDACTED] **Fax #** \_\_\_\_\_  
**Email** [REDACTED]

3. **Nature and extent of relief applied for (variances requested):**  
 Var 1: Requesting relief from Site-Specific By-law 3689 to permit for Day Nursery as a permitted use. Var 2. Requesting relief from Site-Specific By-law 3689 to permit for 14 storeys to be located on the remainder of the lot. Var 3: Requesting relief from Section 10.9.2(a) of the Zoning By-law 53-2023 to allow a minimum of 0.62 residential parking spaces per unit for Phase 1, the North Tower only. The presently applicable minimum residential parking space requirement of 0.8 parking spaces per unit was previously approved through Minor Variance Application A-2024-0433. Please see cover letter for further detail and explanation.

4. **Why is it not possible to comply with the provisions of the by-law?**  
 Please see the attached cover letter and GHD's parking justification letter.

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** 4  
**Municipal Address** 10629 Mississauga Road, Brampton

6. **Dimension of subject land (in metric units)**  
**Frontage** 124.65m  
**Depth** 163.49m  
**Area** 17,053m<sup>2</sup>

7. **Access to the subject land is by:**

Provincial Highway	<input type="checkbox"/>	Seasonal Road	<input type="checkbox"/>
Municipal Road Maintained All Year	<input checked="" type="checkbox"/>	Other Public Road	<input type="checkbox"/>
Private Right-of-Way	<input type="checkbox"/>	Water	<input type="checkbox"/>

- 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:** List all structures (dwelling, shed, gazebo, etc.)

The Subject Site is currently vacant. A previous Consent to Sever Application # B-2023-0005 severed the existing gas station, car wash and convenience restaurant located southeast of the Subject Site.

**PROPOSED BUILDINGS/STRUCTURES on the subject land:**

Please refer to the attached cover letter.

- 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	<u>n/a</u>
Rear yard setback	<u>n/a</u>
Side yard setback	<u>n/a</u>
Side yard setback	<u>n/a</u>

**PROPOSED**

Front yard setback	<u>3.4m minimum</u>
Rear yard setback	<u>15.1m minimum</u>
Side yard setback	<u>22.3m minimum</u>
Side yard setback	<u>3.6m minimum</u>

- 10. Date of Acquisition of subject land: Unknown
- 11. Existing uses of subject property: Vacant / Agricultural
- 12. Proposed uses of subject property: Residential and Commercial at-grade
- 13. Existing uses of abutting properties: Residential
- 14. Date of construction of all buildings & structures on subject land: Approx. June 2017
- 15. Length of time the existing uses of the subject property have been continued: Approx. June 2018

- 16. (a) What water supply is existing/proposed?  
 Municipal  Other (specify) \_\_\_\_\_  
 Well
- (b) What sewage disposal is/will be provided?  
 Municipal  Other (specify) \_\_\_\_\_  
 Septic
- (c) What storm drainage system is existing/proposed?  
 Sewers  Other (specify) \_\_\_\_\_  
 Ditches   
 Swales

17. Is the subject property the subject of an application under the Planning Act, for approval of a plan of subdivision or consent?

Yes  No

If answer is yes, provide details: File # SPA-2022-0225 Status \_\_\_\_\_

18. Has a pre-consultation application been filed?

Yes  No

19. Has the subject property ever been the subject of an application for minor variance?

Yes  No  Unknown

If answer is yes, provide details:

File # A17-070	Decision Approved Subject to Conditions	Relief Temporary Use and Front Yard Setback
File # A-2024-0433	Decision Approved	Relief Reduced Parking Requirement for Residential Units
File # _____	Decision _____	Relief _____

Signature of Applicant(s) or Authorized Agent

DATED AT THE City \_\_\_\_\_ OF Toronto \_\_\_\_\_

THIS 18 DAY OF November, 2025.

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, Jane Law, OF THE City \_\_\_\_\_ OF Toronto \_\_\_\_\_

IN THE Province \_\_\_\_\_ OF Ontario \_\_\_\_\_ 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

TOWN OF WHITBY

IN THE REGION \_\_\_\_\_ OF

DURNAM THIS 18 DAY OF

NOVEMBER, 2025

*Noreen P. Murphy-Ristoff*  
A Commissioner etc.

Digitally signed by Law, Jane (CAJL125625)  
DN: cn=Jane.Law@wsp.com, c=CA, ou=CA, ou=CAJL125625, ou=Active, ou=Users, ou=CA, ou=1158P01wids, DC=Nara, DC=down, DC=net  
Date: 2025.11.18 13:50:04-0500

Signature of Applicant or Authorized Agent

Noreen Patricia Murphy-Ristoff,  
a Commissioner, etc.,  
Province of Ontario, for

FOR OFFICE USE ONLY WSP Canada Inc.

Expires September 18, 2028

Present Official Plan Designation: \_\_\_\_\_

Present Zoning By-law Classification: \_\_\_\_\_

Enforcement Action File Number: \_\_\_\_\_

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 \_\_\_\_\_

Date Application Deemed Complete by the Municipality \_\_\_\_\_

Revised 2022/02/17

**APPOINTMENT AND AUTHORIZATION OF AGENT**

To: The Secretary-Treasurer  
Committee of Adjustment  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2  
[coa@brampton.ca](mailto:coa@brampton.ca)

LOCATION OF THE SUBJECT LAND: 10629 Mississauga Road, City of Brampton

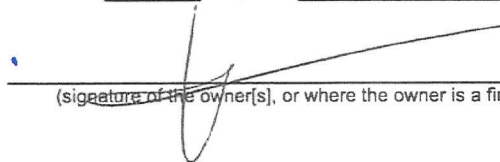
I/We, Joe Montesano  
please print/type the full name of the owner(s)

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

WSP Canada Inc c/o: Chad Jehn-Baptiste, Jane Law  
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 18 day of November, 2025.

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

\_\_\_\_\_  
(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.**

**NOTE: Unit owners within a Peel Standard Condominium Corporation are to secure authorization from the Directors of the Condominium Corporation in a form satisfactory to the City of Brampton, prior to submission of an application. Signatures from all Members of the Board of Directors are required.**

**PERMISSION TO ENTER**

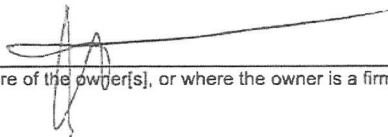
To: The Secretary-Treasurer  
Committee of Adjustment  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2  
[coa@brampton.ca](mailto:coa@brampton.ca)

LOCATION OF THE SUBJECT LAND: 10629 Mississauga Road, City of Brampton

I/We, Joe Montesano  
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 18 day of November, 2025.

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

\_\_\_\_\_  
(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**

A-2025-0108

Received / Revised

DEC 05 2025

Committee of Adjustment



December 5, 2025

City of Brampton  
2 Wellington Street West  
Brampton, Ontario, L6Y 4R2

**Subject: Minor Variance Application, City of Brampton**

WSP Canada Inc. ("WSP") has been retained by Primont Properties Inc. (the "Client") to submit a Minor Variance Application for the lands located at 10629 Mississauga Road (herein referred to as the "Subject Site") in the City of Brampton. The Subject Site has an approved Official Plan Amendment (By-law 52-2023) and Zoning By-law Amendment (By-law 53-2023), approved on April 5<sup>th</sup>, 2023, and Site Plan Approval, achieved on September 10, 2024. Since then, changes to the condominium market led the Client to adjust the development proposal, with the North Tower changing in tenure from condominium to rental. To more accurately reflect the parking needs of rental residents and the project's fiscal viability, we are requesting a minor variance to reduce the minimum residential parking rate from 0.80 to 0.62 parking spaces per unit for the North Tower only, as supported by the four tests for a minor variance below.

## LOCATION AND SITE DESCRIPTION

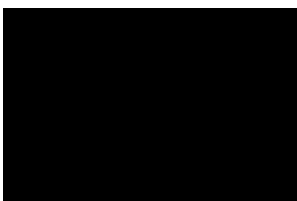
The Subject Site has a total area of approximately 2.29 hectares (5.66 acres) and is located on the north-east corner of Mississauga Road and Sandalwood Parkway West. An existing gas station, car wash and convenience restaurant are located on the southeast corner of the subject site, and the remainder of the Subject Site is approximately 1.7 hectares (4.21 acres) in size, is vacant and represents Phase 3 of the Sandalwood Parkway development owned by the Client.

The following uses surround the Subject Site:

**North:** Immediately north of the Subject Site is a residential subdivision comprised of single-detached, semi-detached, and townhouse units.

**East:** Immediately east of the Subject Site is Kent Road, a cul-de-sac. East of Kent Road is a residential townhouse subdivision, and an 8-storey residential building at the northwest corner of Sandalwood Parkway West and Veterans Drive.

**South:** Immediately south of the Subject Site, south of Sandalwood Parkway West, is a neighbourhood commercial plaza with a variety of uses, including banks, a grocery store and dentist offices (65-105 Dufay Road). Further south is a residential subdivision comprised of multiple attached dwelling units and single detached units. Southeast of the subject site are stacked townhouses, an elementary school at 120 Veterans Drive, and a school at 25 Aylesbury Drive. Beyond is the Mount Pleasant GO Station/Transit Hub, which is connected by public transit, with the closest stop 400 metres from the Subject Site on Veterans Drive, south of Sandalwood Parkway.





**West:** Immediately west of the Subject Site, west of Mississauga Road, is the Heritage Heights Community. The Heritage Heights community is within the Secondary Plan Areas 52 and 53, which are encouraged to be redeveloped as part of the provincial transportation corridor. The Heritage Heights Secondary Plan Areas 52 and 53 are encouraging development that follows several guiding principles to create a walkable, functional environment where individuals can gather, work, and reside. Some of the principles include promoting compact and diverse implementation of sustainable and resilient plans, technologies, and design strategies; conserving natural and cultural heritage; and integrating green and open spaces into neighbourhood designs while considering existing ecological systems. Currently, these lands are used for agricultural purposes.

## **POLICY AND REGULATORY CONTEXT**

The Subject Site is located within the Region of Peel's ("ROP") "Urban System" and the "North-West Brampton Urban Development Area" per Schedule D – Regional Structure. Through Bill 185, which received Royal Assent on July 1, 2024, Peel Region became an upper-tier municipality without planning responsibilities effective July 1, 2024.

The Subject Site is designated "Residential" per Schedule A – General Land Use Designations in the City of Brampton 2006 Official Plan ("OP") (Approved by the OMB on October 7, 2008; September 2020 Office Consolidation). A portion of the Subject Site is also designated "High Density Residential" per Schedule A2 – Retail Structure of the OP. The Subject Site is located within the Mount Pleasant Secondary Plan per Secondary Plan Area 51(a) in the OP, which designates the area as High Density Residential and Motor Vehicle Commercial (per OPA 2006-237). In the Mount Pleasant Secondary Plan ("SP"), the Subject Site is located adjacent to medium-density residential designations.

The Subject Site is zoned as Residential Apartment 4 with site specific By-law 3689 ("R4A-3689") in the City of Brampton Zoning By-law 270-2004. Site Plan Approval was achieved on September 10<sup>th</sup>, 2024. On December 10<sup>th</sup>, 2024, the Committee of Adjustment approved Minor Variance Application A-2024-0433 to permit a 0.8 residential parking rate per unit, and an increase in permitted height from 12 to 14 storeys on the Subject Site.

**Figure 1** is an aerial image of the Subject Site.



*Figure 1: Subject Site*

## DEVELOPMENT PROPOSAL SUMMARY

The proposed development contemplates a two-phase residential development that will connect with Sandalwood Parkway West, linking the existing urban fabric to the Heritage Heights community. Phase 1 (the **North Tower**) is a 14-storey high-rise rental building containing 298 purpose-built rental units with commercial uses at-grade, located on the north half of the Subject Site. Phase 2 (the **South Tower 1**) is a 30-storey high-rise residential building, and Phase 2 (the **South Tower 2**) is a 27-storey high-rise residential building containing approximately 764 residential units connected by a podium, with commercial uses at-grade, located on the south half of the Subject Site. The proposed development will consist of approximately 1,062 residential units and 1,568 m<sup>2</sup> of commercial gross floor area. There is an existing gas station located on the south-east of the Subject Site that has been severed through Application B-2023-0005. As a result of changing market demands, the Client has updated the North Tower to bring forward a purpose-built rental building. In addition, Day Nursery is requested as a permitted use on the Subject Site.

A third variance is requested to permit 14-storeys for Phase 1, the North Tower, located between 68 metres and 125.63 metres of the exterior side lot line, which had been previously approved



under Minor Variance Application A-2024-0433 but was deemed null and void due to the Conditions imposed on approval.

See Figures 2, 3, and 4 for the proposed site plan, with variances highlighted.

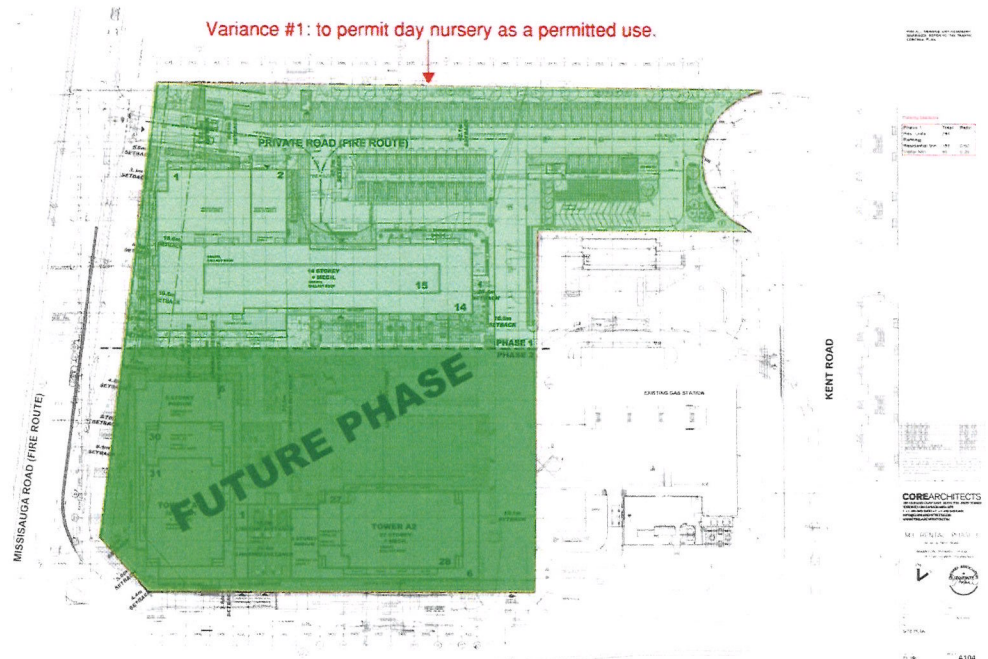


Figure 2: Proposed Site Plan, with Proposed Variance #1 – Day Nursery as Permitted Use

Variance #2: to permit 14 storeys to be located on the remainder of the lot

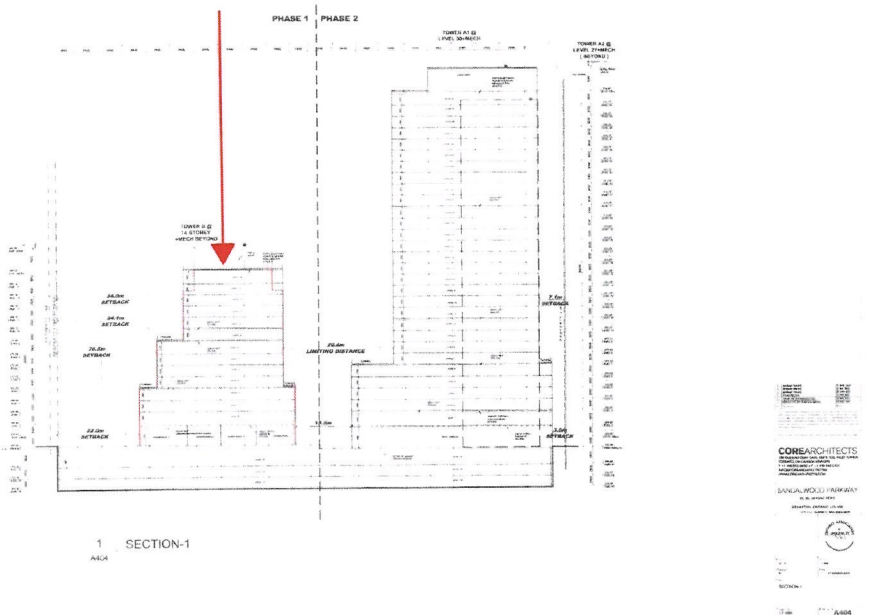


Figure 3: Proposed Elevation, with Proposed Variance #2 – 14-Storey Height

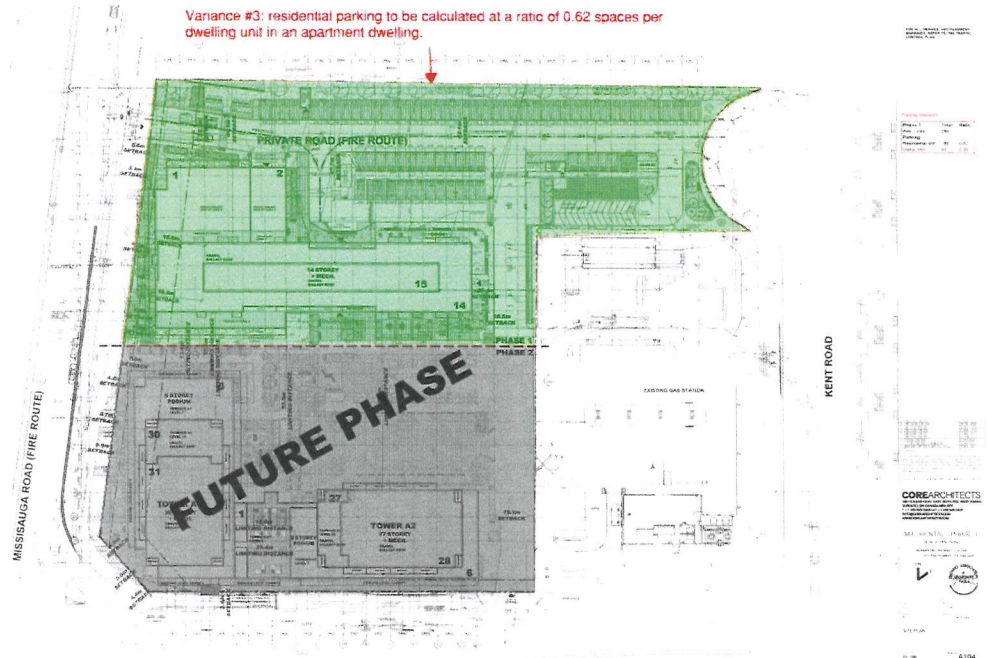


Figure 4: Proposed Site Plan, with Proposed Variance #3 – 0.62 Minimum Residential Parking Rate

## REQUESTED MINOR VARIANCE

### **Variance #1: Non-residential Uses – Day Nursery**

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit several additional non-residential uses (a commercial school, a community club, a retail establishment having no outside storage, a personal service shop, amongst others) only in conjunction with an apartment dwelling, and only on the ground floor of an apartment dwelling (as per provision (1) a. (2)).

A variance is being sought to the Zoning By-law to permit “Day Nursery”, as defined in Zoning By-law 270-2004, as a permitted non-residential use under provision (1) a. (2) only in conjunction with an apartment dwelling, and only on the ground floor of an apartment building on the Subject Site.

### **Variance #2: 14-Storey Maximum Building Height**

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit a maximum building height of 12 storeys to be located within the remainder of the lot (i.e. Phase 1, the North Tower).

A variance is being sought to the Zoning By-law to permit 14-storeys as the maximum height to be located within the remainder of the lot. We note that this variance has been previously approved under A2024-0433 by the Committee of Adjustment. However, the previous decision was



considered null and void as a result of this application, and as such, we are re-applying for the variance.

### ***Variance #3: Minimum Residential Parking Rate – Phase 1, The North Tower***

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit a minimum residential parking rate of 1.0 parking spaces per unit, and a minimum visitor parking rate of 0.20 parking spaces per unit. A subsequent minor variance was approved on December 10, 2024, to permit a minimum residential parking rate of 0.8 parking spaces per unit.

As a result of changes to the proposed tenure of the North Tower from condominium to rental units, a variance is being sought as it relates to the minimum residential parking rate for Phase 1 (the North Tower) to permit 0.62 residential parking spaces per unit. To support the proposed reduction in residential parking supply for the North Tower, GHD has provided a parking justification letter analyzing the proposed reduced residential parking rate.

The rental parking demand survey conducted by GHD found that the average overnight resident parking utilization was approximately 0.60 spaces per unit and supports the proposed 0.62 residential parking spaces per unit rate for the Subject Site, noting that the previously approved 0.80 spaces per unit would exceed the average demand for parking observed in comparable Brampton rental developments. As the City of Mississauga is within the Region of Peel and is the only municipality in the GTA with parking provisions addressing rental apartment buildings in their Zoning By-law, GHD applied City of Mississauga rental parking rates against the previously completed proxy survey of the MontVert Condominium 400m east of the Subject Site to complement the rental data. The resulting adjusted residential parking rate was 0.63, consistent with the Brampton rental proxy survey. GHD's parking justification letter also reviews transit service, purpose-built rental parking characteristics, and economic and environmental implications of the proposed reduced residential parking rate. Notably, GHD notes that renters tend to prioritize housing affordability and transit access over car ownership, with renters generally having lower median household incomes and greater price-sensitivity to the cost of parking than homeowners.

Based on the above, as well as the assessment of the proposed development against the Minor Variance Tests provided below, it is our opinion that the proposed variance is minor, appropriate, and desirable, and conforms with the general intent of the City of Brampton Zoning By-law 270-2004 and City of Brampton Official Plan.

## **FOUR TESTS FOR MINOR VARIANCE #1**

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

### **1. Is the application minor?**

The proposed variance for "Day Nursery" as a permitted use on the Subject Site is minor in nature as the site-specific By-law for the Subject Site already includes a variety of permitted non-residential uses, including "Commercial School", "Community Club", and "Retail establishment having no outside storage". The provisions in the site specific By-law that apply to the existing permitted non-residential uses will continue to apply to the



proposed Day Nursery use, including that it shall be permitted only on the ground floor of an apartment dwelling.

**2. Is the variance desirable for the appropriate use of land, building, or structure?**

The proposed variance for Day Nursery as a permitted use on the Subject Site is desirable as it provides an appropriate use for the proposed residential development, which will introduce approximately 1,062 residential units to the Subject Site, including approximately 415 two-bedroom units (approximately 41% of the total unit mix) and 13 three-bedroom units (approximately 1% of the total unit mix) in total.

The proposed Day Nursery use is not anticipated to generate negative impacts on the day-to-day operations or management of the residential components of the proposed development, nor on the surrounding area. The proposed Day Nursery use will contribute to the development of a vibrant mixed-use corridor along Mississauga Road by introducing an essential community-servicing use, while also supporting employment-generating activities. As such, the Day Nursery use is considered compatible with the proposed and surrounding site context and aligns with the long-term vision for the Mount Pleasant Secondary Plan area.

**3. Does the application conform to the general intent of the Zoning By-law?**

The Subject Site is zoned as Residential Apartment 4 with site-specific By-law 3689 (approved on March 13, 2023), in the City of Brampton Zoning By-law 270-2004. The intent of R4A-3689 is to permit residential uses together with complementary non-residential uses on the ground floor of an apartment building, such as a commercial school or community club. These existing permissions are intended to support a complete, mixed-use residential development and to accommodate community service functions that are compatible with residential uses.

The City defines "School, Commercial, Technical or Recreational" as a "place where training in language skills, secretarial skills or other trade skills, or training in sports, dance or other recreational skills, is provided for compensation." Furthermore, the City defines a "Community Club" as "a building or place operated by a social organization." The definition for "School, Commercial, Technical or Recreation" and "Community Club" are similar to the definition of a "Day Nursery". The City's Zoning By-law defines "Day Nursery" as "a day nursery within the meaning of the "Day Nurseries Act". The Day Nurseries Act defines "Day Nursery" as "a facility that provides temporary care for more than five children who are not of common parentage, primarily for a continuous period not exceeding 24 hours. This includes children under ten years of age, except for those with developmental disabilities, who may be under eighteen." The functions of the above non-residential uses permitted through site specific By-law 3689 are comparable to that of a "Day Nursery", as all involve instructional, recreational, and/or social programming provided by an organization for members of the public in an indoor setting. The proposed "Day Nursery" use represents a similar non-residential use to those already permitted in site specific By-law 3689.



As noted in provision 16(a)(II) of site specific By-law 3689, gross floor area for non-residential uses are exempt from the calculation of any minimum parking space requirement. As such, the minimum parking requirement for the proposed “Day Nursery” is 0.0 (zero).

While “Day Nursery” is not explicitly listed as a permitted use, it is considered a compatible, ancillary use to the existing permitted non-residential uses through site-specific By-law 3689 that would be integrated and operated within the proposed development. The Day Nursery is intended serve residents of the proposed development and the surrounding area. Furthermore, the requested variance to add “Day Nursery” as a permitted use continues to support a complete, mixed-use residential development and conforms to the general intent of Zoning By-law 270-2004.

#### **4. Does the application conform to the general intent of the Official Plan?**

The proposed development supports the creation of healthy communities within the Urban System of the Region of Peel, as encouraged in the Region of Peel Official Plan (Policy 5.6.2, 5.6.3, 5.6.4), and introduces a non-residential use that helps to meet the needs of those living and working in the Urban System of the Region of Peel (Policy 5.6.9). The Subject Site is within the Designated Greenfield Area, where policy directs for intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan). The introduction of Day Nursery as a permitted use on the Subject Site conforms to the general intent of the ROP by introducing a non-residential use in a mixed-use area well-supported by transit infrastructure.

The City of Brampton Official Plan encourages Brampton to promote balanced land-use development that accommodates development around mobility hubs, and to create well-functioning communities that are pedestrian-friendly and transit-oriented, with a favourable pedestrian realm (Policy 2.4.3 (b), 4.11.3.4). The Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan, which is intended to accommodate mixed-use developments that include a combination of commercial, residential, institutional, and other uses (Policy 5.2.1.1 of the Secondary Plan). The introduction of Day Nursery as a permitted use on the Subject Site conforms to the general intent of the OP and Secondary Plan by providing commercial uses at-grade that help to promote a vibrant, pedestrian-friendly public realm while allowing convenient access to community-servicing use for residents and surrounding community members (Policy 3.2.8.5 (viii)).

In our professional opinion, as outlined above, the proposed variance #1 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.



## FOUR TESTS FOR MINOR VARIANCE #2

Section 45(1) of the *Planning Act*, as amended, identifies the four tests which must be satisfied for the Committee to approve this application. We note that this variance has been previously approved under A2024-0433 by the Committee of Adjustment.

### 1. Is the application minor?

The proposed two-storey increase in permitted height from 12 storeys to 14 storeys “for buildings located within the remainder of the lot” (Phase 1, the North Tower) constitutes a minor change that does not significantly alter the building’s overall massing, character, or its relationship with the surrounding area. The proposed development is located within a community that already supports high-density, mixed-use development.

### 2. Is the variance desirable for the appropriate use of land, building, or structure?

The proposed increase in height from 12 storeys to 14 storeys “for buildings located within the remainder of the lot” (Phase 1, the North Tower) will allow for a high-density mixed-use development that aligns with the Region of Peel’s vision for complete communities and the City of Brampton’s intensification objectives. The additional two-storeys in height maintain and complement the evolving character of the surrounding neighbourhood and present a mixed-use building that is compatible with existing and proposed land uses. The proposed variance promotes a compact built-form with transit-supportive densities in a mixed-use neighbourhood that is appropriate for the existing and evolving surrounding area.

### 3. Does the application conform to the general intent of the Zoning By-law?

The Subject Site is zoned Residential Apartment A (R4A-3689), where the maximum permitted height “for buildings located within the remainder of the lot” is 12 storeys (R4A-3689 Provision 12 (b)). The Zoning By-law sets height limits to ensure that development is compatible with and complementary to the surrounding area. The proposed increase in height from 12 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 2-storey increase in height maintains and complements the evolving character of the area while supporting the intended urban form for high-density residential zones, and as such, conforms to the general intent of the Zoning By-law.

### 4. Does the application conform to the general intent of the Official Plan?

The proposed development supports the creation of complete communities by introducing commercial uses at-grade in the North Tower, as encouraged in the Region of Peel Official Plan. The proposed development conforms to the general objectives of the Urban System, providing a higher density and desirable compact built form that is transit-supportive (Policy 5.6.3, 5.6.4, 5.6.15 (b), (c) of the Region of Peel Official Plan). The Subject Site is within the Designated Greenfield Area, where policy directs intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan).



Through OPA 2006-237, the Subject Site was redesignated as “High Density Residential”, which permits Apartment Dwelling(s) with a floor space index of 4.5 to a maximum height of 30 storeys, with commercial uses permitted on the ground floor (Policy 5.1.3.6 of the SP).

The Subject Site is located within a mixed-use node and along the “transit spine”, Veterans Drive, of the Mount Pleasant Secondary Plan, which is intended to accommodate mixed-use developments of transit-supportive densities that include a combination of commercial, residential, institutional, and other uses (Policy 2.4.2 (ii), 5.2.1.1 of the Secondary Plan). In addition, one of the stated objectives of the Secondary Plan is to provide mixed-use nodes along the transit spine (Policy 4.3 (iv) of the SP). The Subject Site is located within Mixed Use Area 1, which is intended to accommodate mixed-use development that contributes to a complete and compact, transit-supportive community, with building heights above 6 storeys permitted (Policy 5.2.1.1 of the SP). The proposed increase in height from 12 to 14 storeys provides a mixed-use building with transit-supportive densities within a designated Mixed Use Area of the Secondary Plan, promoting compact development and efficient use of land near transit and other urban infrastructure.

The City of Brampton OP also recognizes new growth to 2031, with housing units forecasted to reach 214,500 by 2031. To support the growth, the City signed a municipal housing target in 2023 to contribute to housing growth across Ontario. The Housing Pledge commits to constructing more homes by 2031. At the time of writing this letter, the City is tracking behind their targets. With a minor increase of 2 storeys, the proposed development will also contribute to the housing forecasts in the OP and the housing pledge to 2031, conforming to the general intent of the Official Plan.

In our professional opinion, as outlined above, the proposed variance #2 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

### **FOUR TESTS FOR MINOR VARIANCE #3**

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

#### **1. Is the application minor?**

The proposed variance for relief from a reduced parking rate per unit is minor in nature as it recognizes the existing supporting transit-oriented infrastructure that allows the proposed rental development to utilize and would not result in any significant changes to the existing area.

The proposed variance for relief from the minimum residential parking rate requirement of 1.0 spaces per unit to 0.62 spaces per unit for the North Tower represents a minor adjustment reflecting current rental market conditions of reduced car usage. Further, the



proposed residential parking rate reduction does not compromise rental residents' parking needs, as supported by GHD's parking justification letter.

As mentioned, a previous minor variance application (#A-2024-0433) was approved to permit a reduced residential parking rate from 1.0 per unit to 0.8 per unit. Based on the existing provisions in the R4A-3689 zone, the proposed rental development complies with the visitor parking provisions and all other provisions.

**2. Is the variance desirable for the appropriate use of land, building, or structure?**

The proposed variance for relief from the minimum residential parking requirement is appropriate and desirable given that the proposed rental development is supported by the Subject Site's proximity to existing transit-oriented infrastructure. The Subject Site is located approximately 400 metres from a Brampton Transit bus stop along Veterans Drive, with bus routes that connect to Mount Pleasant GO Station, which provides GO Rail and GO Bus Services travelling to Guelph, Georgetown, Toronto, Mississauga, and Kitchener.

Furthermore, GHD's parking justification letter provides a thorough analysis of rental building residential parking needs for developments comparable to that of the Subject Site, and concludes that the proposed 0.62 residential parking rate for the North Tower would meet the needs of residents for the proposed rental building. As such, the requested variance is considered appropriate and desirable, promoting a compact and sustainable built form for the Subject Site that complements the surrounding area.

**3. Does the application conform to the general intent of the Zoning By-law?**

The intent of the minimum residential parking requirement in the City of Brampton Zoning By-law 270-2004 is to provide adequate but not excessive parking supply for developments, while encouraging a transit-supportive and pedestrian-friendly City. A required minimum residential parking rate of 0.62 spaces per unit for the North Tower on the Subject Site conforms to the general intent of the City of Brampton Zoning By-law through:

- **Providing an adequate level of residential parking:**

As demonstrated in GHD's parking justification letter, the proposed variance would not compromise the parking needs of residents. The existing 0.80 residential parking rate for the North Tower would provide an excess of parking for the predicted demand. In addition, the minimum residential parking requirement for the South Tower remains at 0.80 spaces per unit, and the visitor parking requirement for both towers remains at 0.20 spaces per unit, ensuring that condominium residential parking needs and short-term parking needs are still met. As such, the requested residential parking variance maintains the general intent and purpose of Zoning By-law 270-2004 by ensuring that the Subject Site is developed in a manner that complements the surrounding area and aligns with the City's broader planning objectives.

**4. Does the application conform to the general intent of the Official Plan?**



The Subject Site is within the Designated Greenfield Area of the Urban System in the Region of Peel Official Plan (Adopted by Council April 28, 2022, June 2025 Office Consolidation) and designated as Residential in the City of Brampton 2006 Official Plan (Approved by the OMB on October 7, 2008; September 2020 Office Consolidation). The intent of the Residential designation in the Official Plan is to provide a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. The City is also encouraging the rehabilitation and provision of rental housing to support the forecasted population and housing growth to 2031. A reduced residential parking rate of 0.62 spaces per unit for the North Tower on the Subject Site conforms to the general intent of the City of Brampton Official Plan through:

- **Supporting Brampton’s Transit-Supportive And Pedestrian-Friendly City:**

The Subject Site is approximately 400 metres from a Brampton Transit stop at Veterans Drive, which provides direct access to Mount Pleasant GO Station. As such, the reduced parking rate of 0.62 per unit for the North Tower is supported by a transit-supportive, pedestrian-friendly environment that provides residents with active transportation options. Furthermore, the Mount Pleasant Secondary Plan is designed as a sustainable, walkable, and transit-friendly environment, prioritizing transit-oriented development. Veterans Drive, the north-south road that runs centrally through the Secondary Plan Area, includes transit-supportive design that minimizes vehicular traffic and prioritizes public transit (Policy 1 (i)). The Secondary Plan area is further supported by an extensive trail and pathway network that is integrated with the open space system and road network linking key destinations such as parks, schools, and transit stops. The proposed development is thus supported by existing and planned transit infrastructure, with the proposed 0.62 residential parking rate for the North Tower balancing the needs of renters with sustainable development principles.

- **Supporting the Creation of Complete Communities and Transit-Oriented Development:**

The proposed development supports the creation of complete communities through the introduction of commercial uses at-grade in the North Tower, as encouraged in the Region of Peel Official Plan. The proposed development conforms to the general objectives of the Urban System, providing a higher density and desirable compact built form that is transit-supportive (Policy 5.6.3, 5.6.4, 5.6.15 (b), (c) of the Region of Peel Official Plan). The Subject Site is within the Designated Greenfield Area, where policy directs for intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan). The Subject Site fronts Mississauga Road, classified as a Major Road on Schedule F-2 – Major Road Network. The proposed development is transit-supportive, providing access to several existing, planned, and future bus routes within a 500-metre radius of the Subject Site, including two existing bus routes that travel to Mount Pleasant GO Station, a key transit hub in the City of Brampton.



The City of Brampton Official Plan encourages Brampton to promote balanced land-use development that accommodates development around mobility hubs, and to create well-functioning communities that are pedestrian-friendly and transit-oriented, with a favourable pedestrian realm (Policy 2.4.3 (b), 4.11.3.4). The proposed development includes commercial uses at-grade within the North Tower and provides primarily below-grade parking, promoting a vibrant and accessible pedestrian-friendly public realm while allowing convenient access for employees, visitors, and residents (Policy 3.2.8.5 (viii)). The parking garage entrance is located off the shared driveway with the adjacent gas station to minimize disturbance to residents, visitors, and commercial users. Surface parking is located internal to the Subject Site and is visually screened by either a vegetated buffer or the proposed buildings (Policy 3.2.8.5 (viii)).

The proposed development includes residential (condominium and rental) and commercial uses, and is located near existing and planned public transportation, achieving a transit-supportive compact built form and contributing to the building of complete communities.

- **Providing a Mix of Housing Tenures and Uses that are Transit-Supported:**

The proposed development will support aging in place, transit and active transportation, reduced automobile dependency, current and future commercial uses, as well as use of public service facilities in the near and broader area (Policy 3.2.8.5 (vii) of the OP, Policy 4.3 (iii) of the SP). As mentioned, the Subject Site is located in close proximity to several existing, planned, and future bus routes that connect to Mount Pleasant GO station, encouraging the use of public transit.

The Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan and designated as High Density Residential. The Mount Pleasant Secondary Plan represents one of the most unique development projects in the City of Brampton, with policy that supports compact development and healthy active lifestyles. The proposed development provides a desirable mix of housing tenures and commercial uses that contributes to the realization of the Secondary Plan area as a complete community (Policy 4.3 (i), (ii) and 5.2.1.1 of the SP).

The Subject Site is located adjacent to a neighbourhood commercial plaza with a variety of uses, including banks, a grocery store and dentist offices. To the southeast of the Subject Site is a Catholic elementary school with a daycare, with other elementary schools in proximity of the Subject Site. Future residents of the proposed development will be able to utilize these commercial, institutional, and community uses within walking and transit distance (Policy 3.2.8.5 (iv)).

- **Utilizing Planned Higher Order Transit:**



In addition to the existing proximity to transit systems, future rapid transit is planned along Mississauga Road, at the intersection of Sandalwood Parkway West and Mississauga Road, per Schedule C – Transit Network of the OP. As mentioned in Section 4.5.4 – Public Transit of the OP, the City recognizes that a key component of achieving enhanced transit service is developing a strong rapid transit network.

The OP also notes in Section 3.2 that a sustainable city structure should include maintaining stable residential neighbourhoods so that residents can access existing services and infrastructure, such as transit, schools, and open space. Specifically, the existing and proposed road, pedestrian and cycling networks will support convenient and safe mobility for future residents, as encouraged through Policy 3.2.8.5 of the OP.

Furthermore, the proposed Heritage Heights Transportation Master Plan, located across the Subject Site along Mississauga Road, is considering improved transit options along Mississauga Road that will improve transit access to and from the Subject Site.

The proposed development will utilize planned higher order transit, encouraging walkability and use of sustainable modes of transportation.

- **Meeting Affordable Rental and Affordable Ownership Housing Objectives:**

The ROP provides direction on the provision of housing to meet the full range of needs in Peel, including increasing the supply of affordable rental housing. The Peel Housing Needs Assessment (2018) and the Housing Strategy (2018) found that 50% of all new housing the Region should be medium or high-density and 25% of all new housing in the Region should be rental in order to meet housing needs of the population. As Tower B is now proposed to be rental, the proposed development supports the availability of housing for a range of household types and incomes that meets the local housing needs, including renters (Policy 5.9.2, 5.9.3, 5.9.7). The proposed development is a higher-density mixed-use development with both condominium and rental tenure options that will accommodate population growth, contribute to the inventory of land available for mixed-use development, and provide residential intensification in an area supported by existing community services and transportation infrastructure.

In our professional opinion, as outlined above, the proposed variance #3 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

## SUBMISSION MATERIALS

In support of this Minor Variance Application, please find enclosed the following materials:



1. Revised Application Form, including Agent Authorization and Permission to Enter Forms, prepared by WSP, dated December 5, 2025;
2. Revised Cover Letter, prepared by WSP, dated December 5, 2025;
3. Parking Justification Letter, prepared by GHD Engineers, dated November 12, 2025; and,
4. Site Plan CoA Mark-up of Variances, prepared by CORE Architects and annotated by WSP, dated November 27, 2025.

We look forward to working with the Committee of Adjustment and City Staff in processing the subject application. Should you have any questions or require further copies of the items listed above, please contact the undersigned at 416-342-2800 or by email at [Jane.Law@wsp.com](mailto:Jane.Law@wsp.com).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jane Law', written in a cursive style.

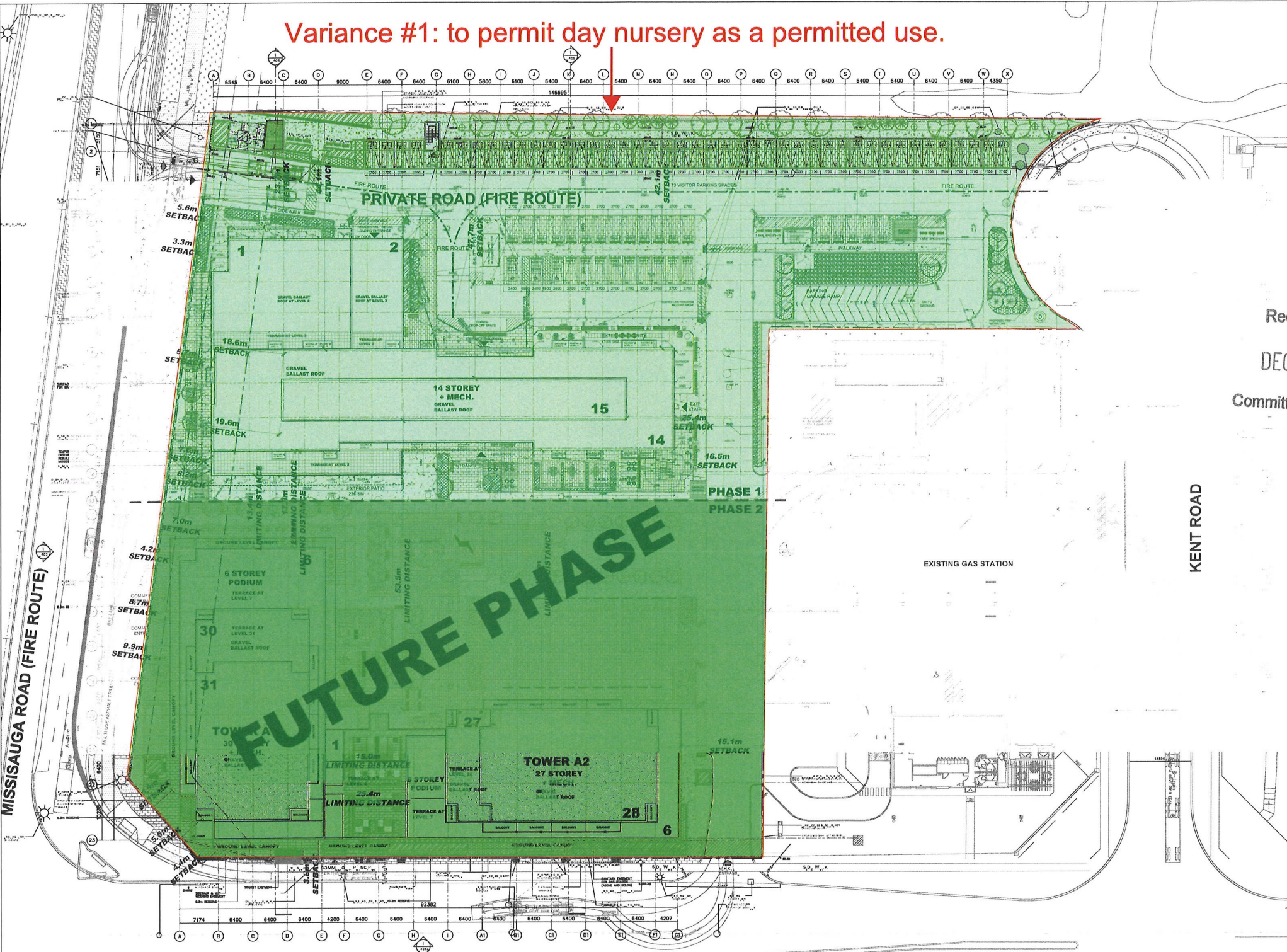
**Jane Law, MCIP, RPP**

Project Planner, Urban and Community Planning – Ontario

Strategic Advisory & Planning, Transportation & Infrastructure

WSP Canada Inc.

Variance #1: to permit day nursery as a permitted use.



FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.

Parking Statistics

Phase 1	Total	Ratio
Res Units	298	
Parking		
Residential Min.	185	0.62
Visitor Min.	60	0.20

Received / Revised

DEC 05 2025

Committee of Adjustment

DATE: 12 NOV 2025  
 13 DEC 2025  
 14 JAN 2026  
 15 FEB 2026  
 16 MAR 2026  
 17 APR 2026  
 18 MAY 2026  
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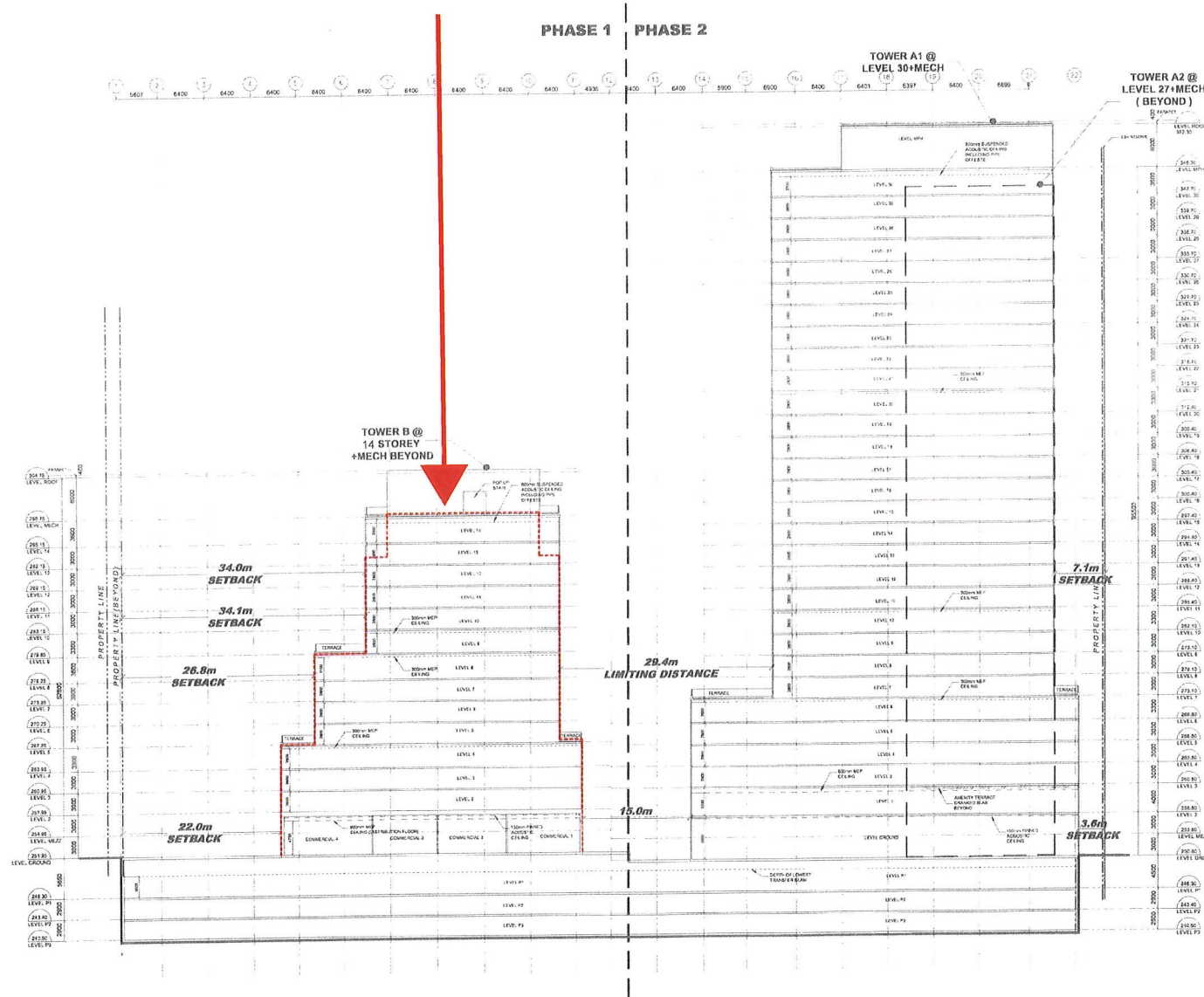
COREARCHITECTS

M3 - RENTAL - PHASE 1  
 20, 30, 40 KENT ROAD  
 BRAMPTON, ONTARIO, L7A 4S6  
 (CITY FILE NUMBER: 25A-2025-0225)

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Project No: 25-188  
 Drawing No: A104

# Variance #2: to permit 14 storeys to be located on the remainder of the lot



**1 SECTION-1**  
A404

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2	REVISED PER DL	13 FEB 2014
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**CORF ARCHITECTS**

**SANDALWOOD PARKWAY**  
20, 30, 40 KENT ROAD  
BRAMPTON, ONTARIO L7A 4E8  
CITY FILE NUMBER: SFA 2012 0225



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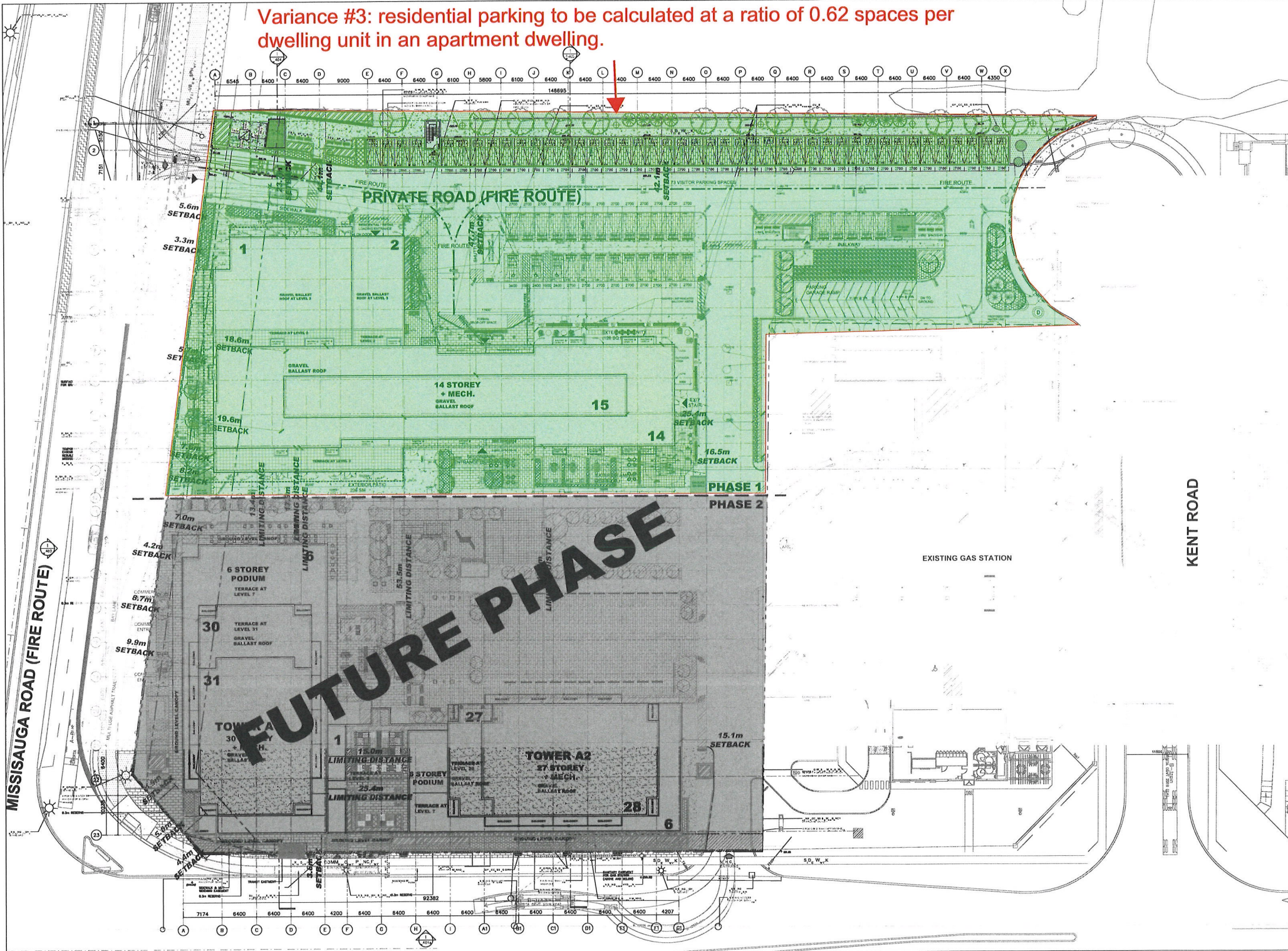
SECTION-1

Variance #3: residential parking to be calculated at a ratio of 0.62 spaces per dwelling unit in an apartment dwelling.

FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.

**Parking Statistics**

Phase	Total	Ratio
Phase 1 Res Units	298	
Parking Residential Min.	185	0.62
Visitor Min.	60	0.20



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	27 NOV 2023
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FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.

**COREARCHITECTS**

M3 - RENTAL - PHASE 1  
 20, 30, 40 KENT ROAD  
 BRAMPTON, ONTARIO, L7A 456  
 CITY FILE NUMBER: SP1303-0295



Drawn: ST, IT  
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 Title: SITE PLAN  
 Scale: 1:300  
 Date: 27 NOV 2023

Project No: 25-188  
 Drawing No: A104

Variance #1: to permit day nursery as a permitted use

FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.

Parking Statistics

Phase	Total Res. Units	Ratio
Phase 1	298	
Parking Residential Min.	185	0.62
Visitor Min.	60	0.20

Variance #3: residential parking to be calculated at a ratio of 0.62 spaces per dwelling unit in an apartment dwelling.

Variance #2: to permit 14 storeys to be located on the remainder of the lot

Received / Revised

DEC 05 2025

Committee of Adjustment

Date	By
12 NOV 2025	
10 FEB 2025	
10 JAN 2025	
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10 JAN 2025	
10 JAN 2025	
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10 JAN 2025	

DATE: 10 JAN 2025  
BY: [Signature]

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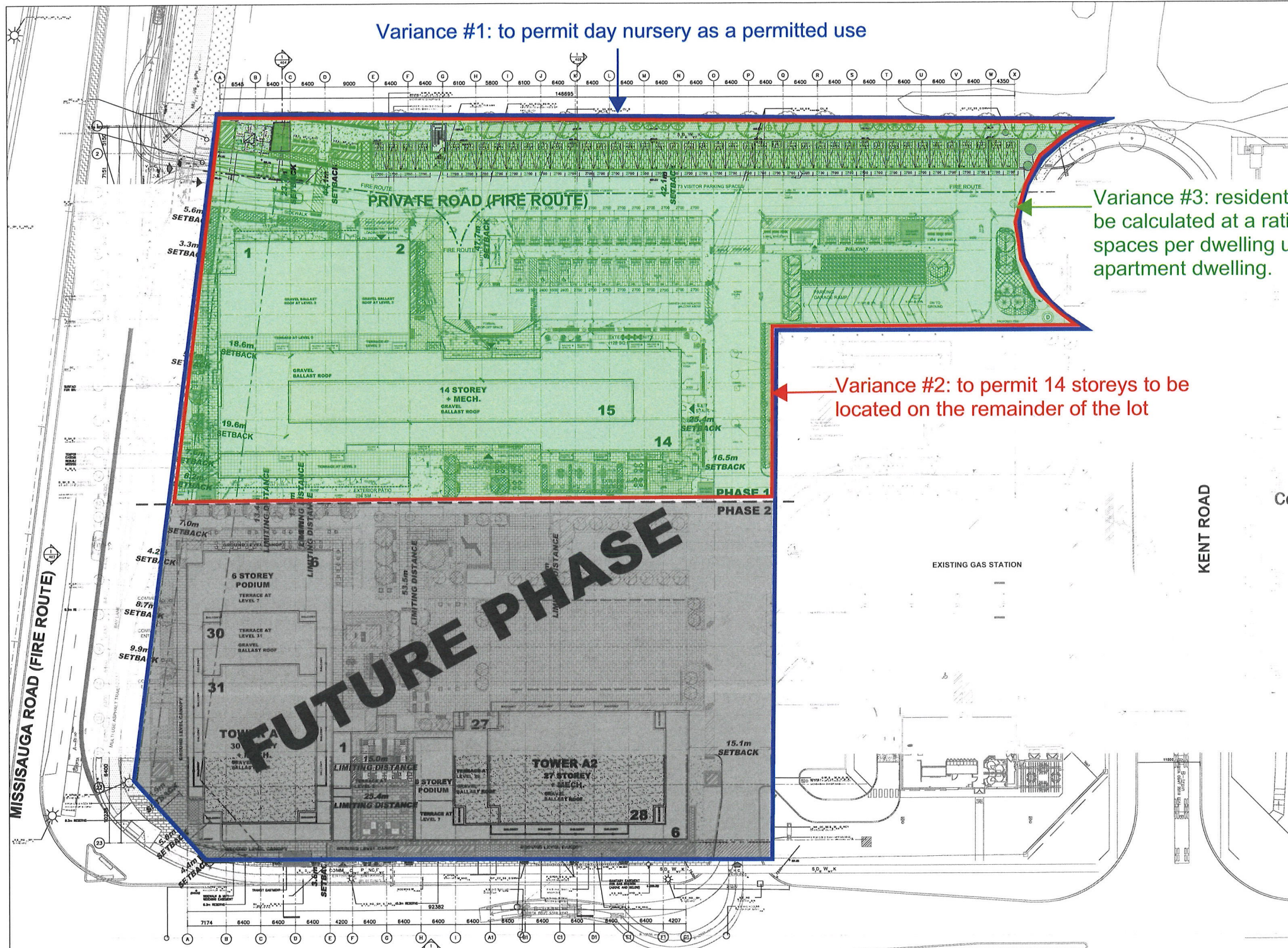
COREARCHITECTS

M3 - RENTAL - PHASE 1  
20, 30, 40 KENT ROAD  
BRAMPTON, ONTARIO, L7A 4S6  
CITY FILE NUMBER: SFA 2022 0295

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SITE PLAN

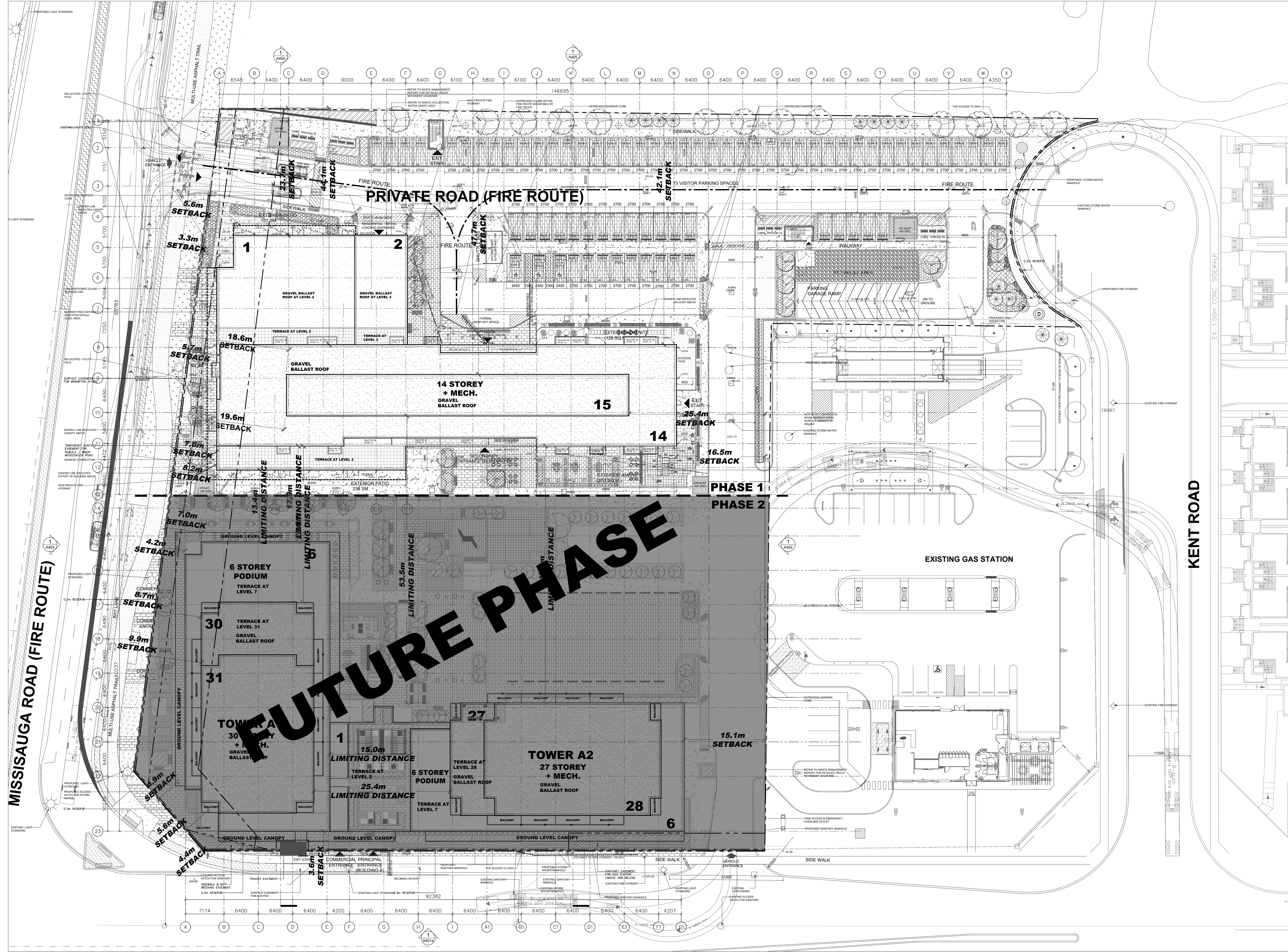
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FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.



**FUTURE PHASE**

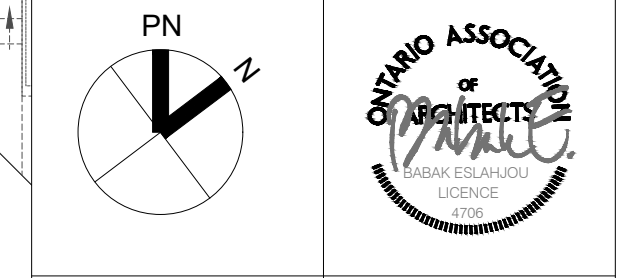
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5. REISSUED FOR SPA	27 SEP 2023
4. REISSUED FOR SPA	02 JUN 2023
3. REISSUED FOR SPA	18 DEC 2022
2. ISSUED FOR SPA COORDINATION	03 AUG 2022
1. REISSUED FOR OPA & ZBA Site Concept	18 NOV 2021

No. Revisions Date  
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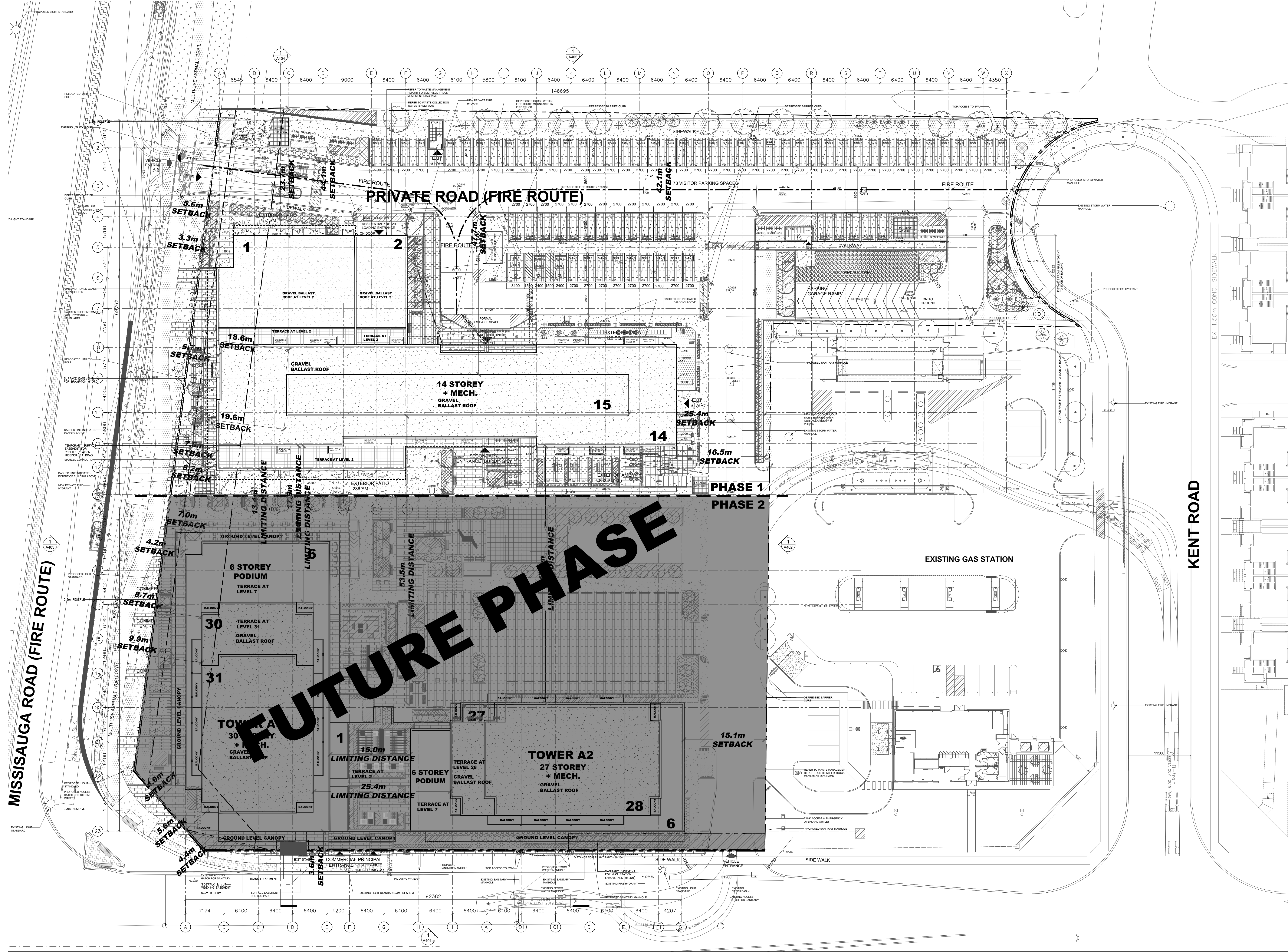
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BRAMPTON, ONTARIO, L7A 4S6  
CITY FILE NUMBER: SPA-2022-0225



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Title **SITE PLAN**

FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.



**FUTURE PHASE**

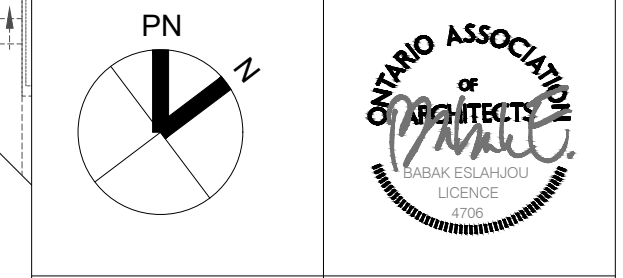
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**COREARCHITECTS**

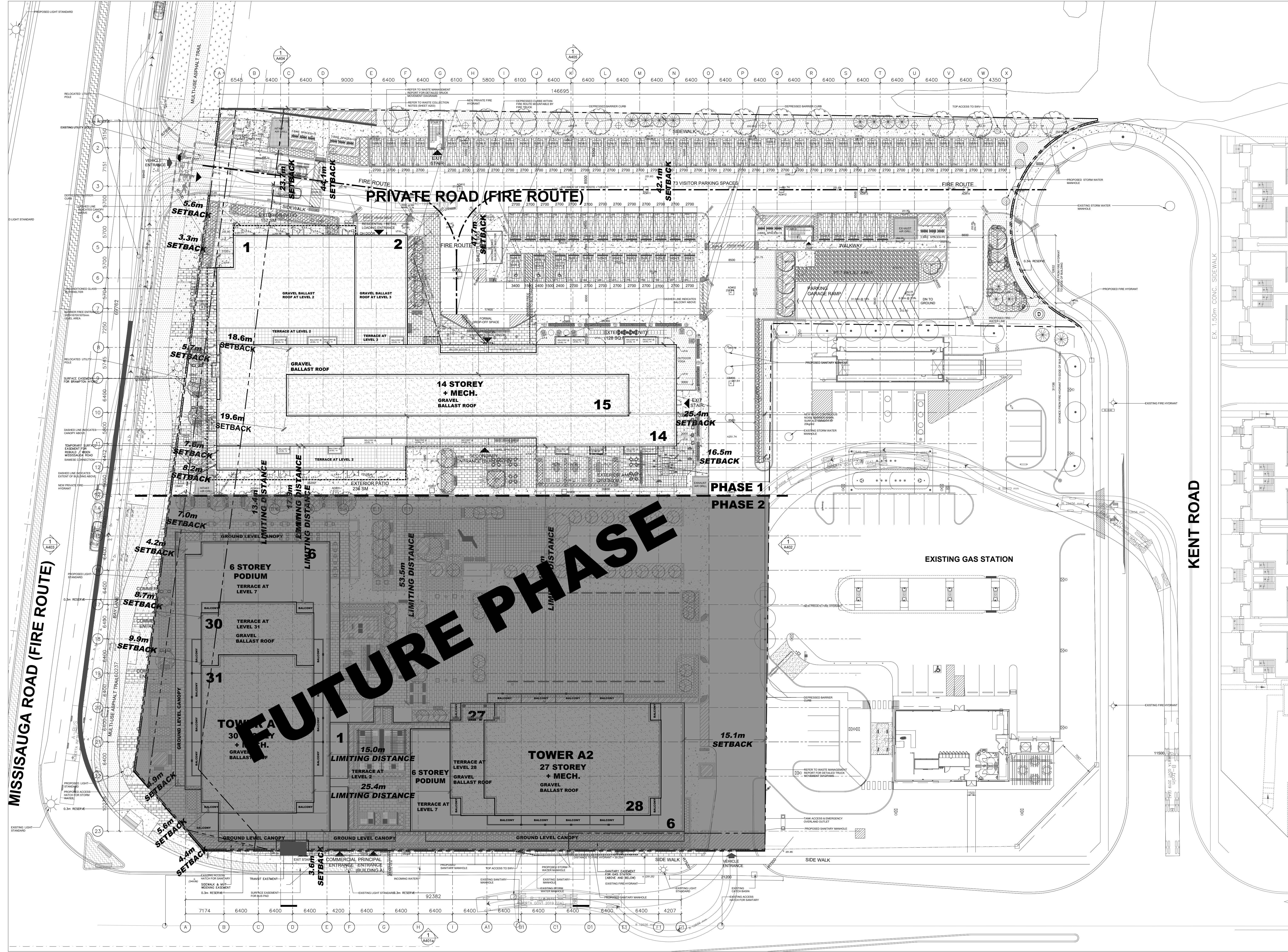
**M3 - RENTAL - PHASE 1**  
 20, 30, 40 KENT ROAD  
 BRAMPTON, ONTARIO, L7A 4S6  
 CITY FILE NUMBER: SPA-2022-0225



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Title  
**SITE PLAN**

FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.



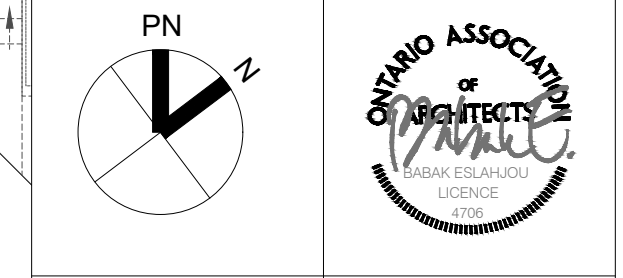
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7. REISSUED FOR SPA	09 AUG 2024
6. REISSUED FOR SPA	07 MAR 2024
5. REISSUED FOR SPA	27 SEP 2023
4. REISSUED FOR SPA	02 JUN 2023
3. REISSUED FOR SPA	18 DEC 2022
2. ISSUED FOR SPA COORDINATION	03 AUG 2022
1. REISSUED FOR OPA & ZBA Site Concept	18 NOV 2021

No. Revisions Date  
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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.



**M3 - RENTAL - PHASE 1**  
 20, 30, 40 KENT ROAD  
 BRAMPTON, ONTARIO, L7A 4S6  
 CITY FILE NUMBER: SPA-2022-0225

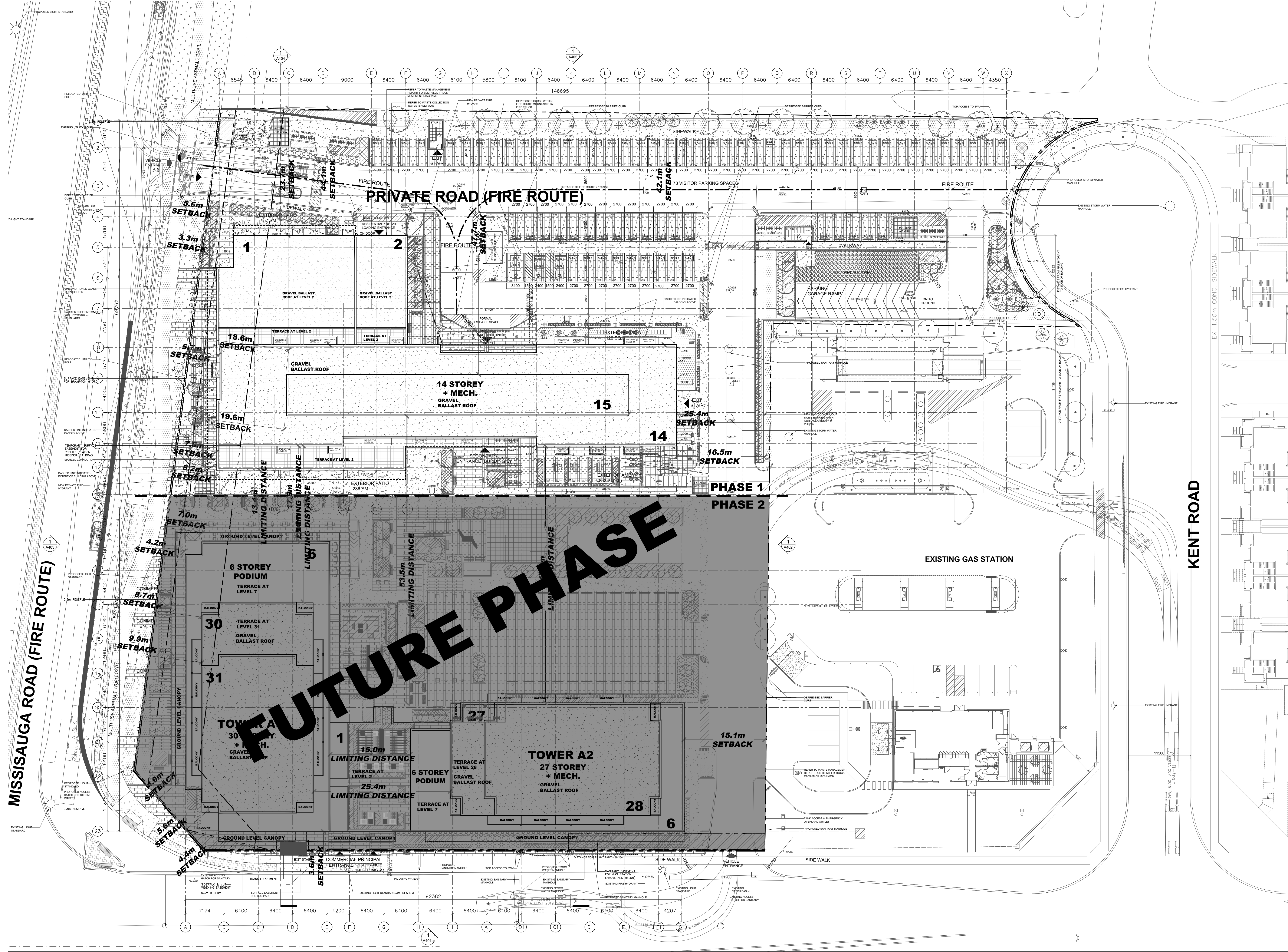


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Title  
**SITE PLAN**



FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.



**FUTURE PHASE**

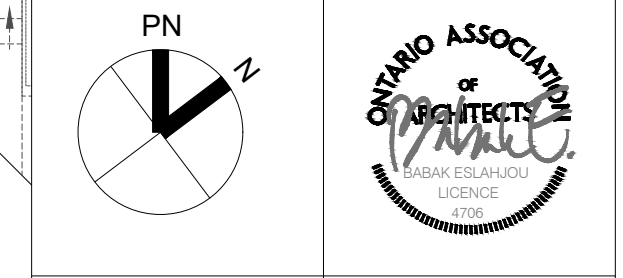
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**M3 - RENTAL - PHASE 1**  
20, 30, 40 KENT ROAD  
BRAMPTON, ONTARIO, L7A 4S6  
CITY FILE NUMBER: SPA-2022-0225



Drawn	ST, IT	Scale	1:300
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Title **SITE PLAN**



February 17, 2026  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario, L6Y 4R2

**Subject: Minor Variance Application, City of Brampton**

WSP Canada Inc. (“WSP”) has been retained by Primont Properties Inc. (the “Client”) to submit a Minor Variance Application for the lands located at 10629 Mississauga Road (herein referred to as the “Subject Site”) in the City of Brampton. The Subject Site has an approved Official Plan Amendment (By-law 52-2023) and Zoning By-law Amendment (By-law 53-2023), approved on April 5<sup>th</sup>, 2023, and Site Plan Approval, achieved on September 10, 2024. Since then, changes to the condominium market led the Client to adjust the development proposal, with the North Tower changing in tenure from condominium to rental. To more accurately reflect the parking needs of rental residents and the project’s fiscal viability, we are requesting a minor variance to reduce the minimum residential parking rate from 0.80 to 0.75 parking spaces per unit for the North Tower only, as supported by the four tests for a minor variance below.

## LOCATION AND SITE DESCRIPTION

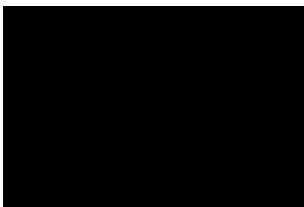
The Subject Site has a total area of approximately 2.29 hectares (5.66 acres) and is located on the north-east corner of Mississauga Road and Sandalwood Parkway West. An existing gas station, car wash and convenience restaurant are located on the southeast corner of the subject site, and the remainder of the Subject Site is approximately 1.7 hectares (4.21 acres) in size, is vacant and represents Phase 3 of the Sandalwood Parkway development owned by the Client.

The following uses surround the Subject Site:

**North:** Immediately north of the Subject Site is a residential subdivision comprised of single-detached, semi-detached, and townhouse units.

**East:** Immediately east of the Subject Site is Kent Road, a cul-de-sac. East of Kent Road is a residential townhouse subdivision, and an 8-storey residential building at the northwest corner of Sandalwood Parkway West and Veterans Drive.

**South:** Immediately south of the Subject Site, south of Sandalwood Parkway West, is a neighbourhood commercial plaza with a variety of uses, including banks, a grocery store and dentist offices (65-105 Dufay Road). Further south is a residential subdivision comprised of multiple attached dwelling units and single detached units. Southeast of the subject site are stacked townhouses, an elementary school at 120 Veterans Drive, and a school at 25 Aylesbury Drive. Beyond is the Mount Pleasant GO Station/Transit Hub, which is connected by public transit, with the closest stop 400 metres from the Subject Site on Veterans Drive, south of Sandalwood Parkway.



**West:** Immediately west of the Subject Site, west of Mississauga Road, is the Heritage Heights Community. The Heritage Heights community is within the Secondary Plan Areas 52 and 53, which are encouraged to be redeveloped as part of the provincial transportation corridor. The Heritage Heights Secondary Plan Areas 52 and 53 are encouraging development that follows several guiding principles to create a walkable, functional environment where individuals can gather, work, and reside. Some of the principles include promoting compact and diverse implementation of sustainable and resilient plans, technologies, and design strategies; conserving natural and cultural heritage; and integrating green and open spaces into neighbourhood designs while considering existing ecological systems. Currently, these lands are used for agricultural purposes.

## POLICY AND REGULATORY CONTEXT

**Figure 1** is an aerial image of the Subject Site.

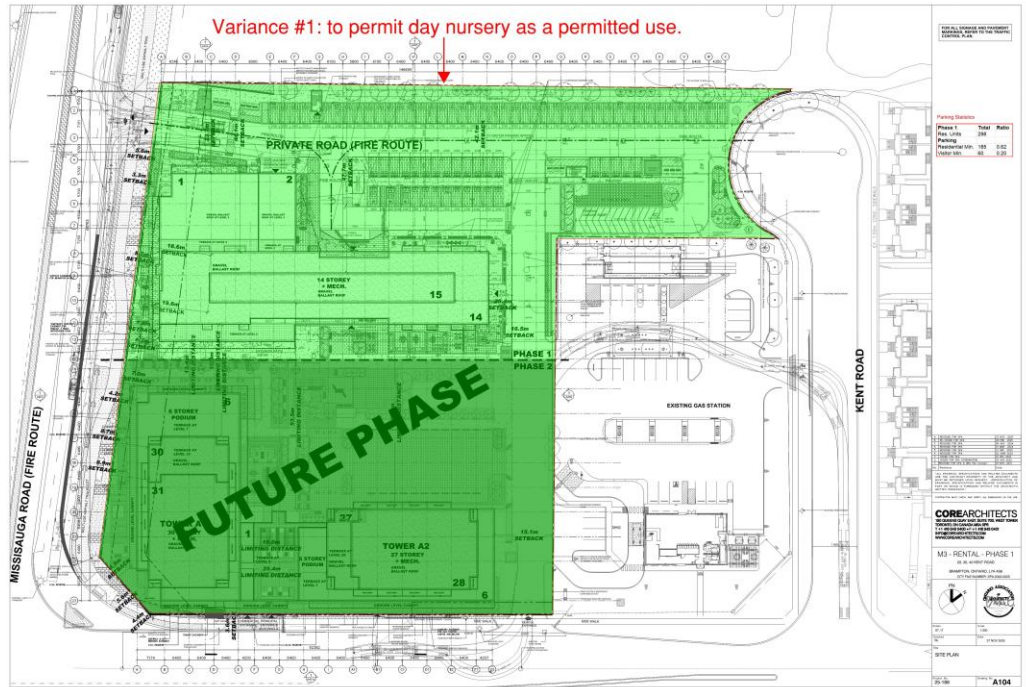


*Figure 1: Subject Site*

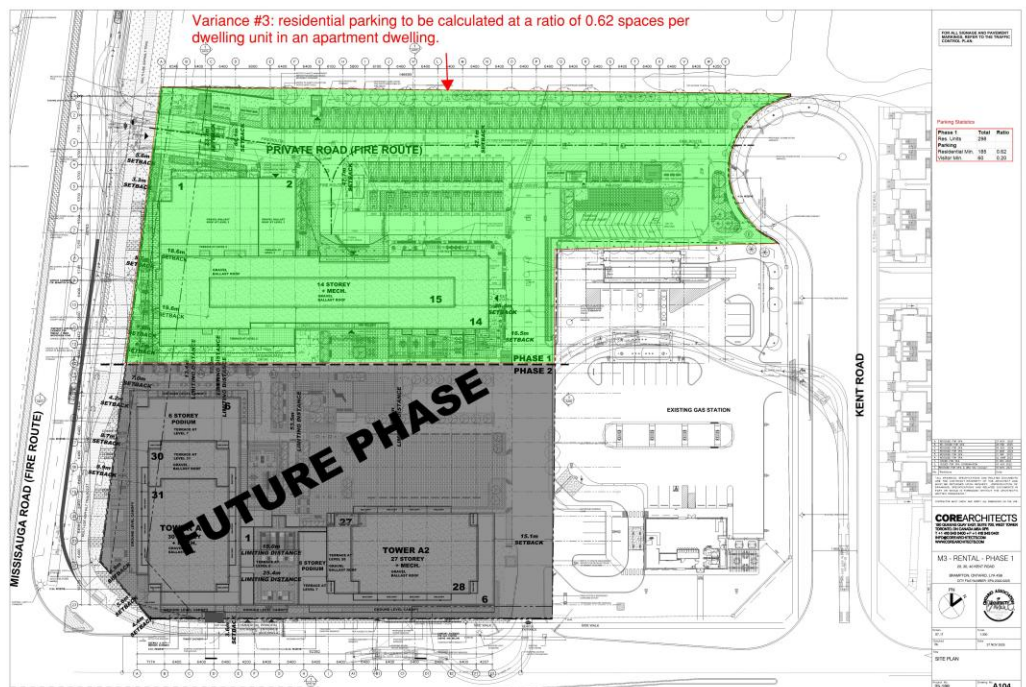
## DEVELOPMENT PROPOSAL SUMMARY

The proposed development contemplates a two-phase residential development that will connect with Sandalwood Parkway West, linking the existing urban fabric to the Heritage Heights community. Phase 1 (the **North Tower**) is a 14-storey high-rise rental building containing 298 purpose-built rental units with commercial uses at-grade, located on the north half of the Subject Site. Phase 2 (the **South Tower 1**) is a 30-storey high-rise residential building, and Phase 2 (the **South Tower 2**) is a 27-storey high-rise residential building containing approximately 764 residential units connected by a podium, with commercial uses at-grade, located on the south half of the Subject Site. The proposed development will consist of approximately 1,062 residential units and 1,568 m<sup>2</sup> of commercial gross floor area. There is an existing gas station located on the south-east of the Subject Site that has been severed through Application B-2023-0005. As a result of changing market

demands, the Client has updated the North Tower to bring forward a purpose-built rental building. In addition, Day Nursery and Private School are requested as a permitted uses on the Subject Site. See **Figures 2, 3, and 4** for the proposed site plan, with variances highlighted.



*Figure 2: Proposed Site Plan, with Proposed Variance #1 – Day Nursery and Private School as Permitted Use*



*Figure 3: Proposed Site Plan, with Proposed Variance #3 – 0.75 Minimum Residential Parking Rate*



## REQUESTED MINOR VARIANCE

### ***Variance #1: Non-residential Uses – Day Nursery and Private School***

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit several additional non-residential uses (a commercial school, a community club, a retail establishment having no outside storage, a personal service shop, amongst others) only in conjunction with an apartment dwelling, and only on the ground floor of an apartment dwelling (as per provision (1) a. (2)).

A variance is being sought to the Zoning By-law to permit “Day Nursery” and “Private School”, as defined in Zoning By-law 270-2004, as permitted non-residential uses under provision (1) a. (2) only in conjunction with an apartment dwelling, and only on the ground floor of an apartment building on the Subject Site.

### ***Variance #2: Minimum Residential Parking Rate – Phase 1, The North Tower***

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit a minimum residential parking rate of 1.0 parking spaces per unit, and a minimum visitor parking rate of 0.20 parking spaces per unit. A subsequent minor variance was approved on December 10, 2024, to permit a minimum residential parking rate of 0.8 parking spaces per unit.

As a result of changes to the proposed tenure of the North Tower from condominium to rental units, a variance is being sought as it relates to the minimum residential parking rate for Phase 1 (the North Tower) to permit 0.75 residential parking spaces per unit. To support the proposed reduction in residential parking supply for the North Tower, GHD has provided a parking justification letter analyzing the proposed reduced residential parking rate.

The rental parking demand survey conducted by GHD found that the average overnight resident parking utilization was approximately 0.60 spaces per unit and supports the proposed 0.75 residential parking spaces per unit rate for the Subject Site, noting that the previously approved 0.80 spaces per unit would exceed the average demand for parking observed in comparable Brampton rental developments. As the City of Mississauga is within the Region of Peel and is the only municipality in the GTA with parking provisions addressing rental apartment buildings in their Zoning By-law, GHD applied City of Mississauga rental parking rates against the previously completed proxy survey of the MontVert Condominium 400m east of the Subject Site to complement the rental data. The resulting adjusted residential parking rate was 0.63, consistent with the Brampton rental proxy survey. GHD’s parking justification letter also reviews transit service, purpose-built rental parking characteristics, and economic and environmental implications of the proposed reduced residential parking rate. Notably, GHD notes that renters tend to prioritize housing affordability and transit access over car ownership, with renters generally having lower median household incomes and greater price-sensitivity to the cost of parking than homeowners.

Based on the above, as well as the assessment of the proposed development against the Minor Variance Tests provided below, it is our opinion that the proposed variance is minor, appropriate,



and desirable, and conforms with the general intent of the City of Brampton Zoning By-law 270-2004 and City of Brampton Official Plan.

## FOUR TESTS FOR MINOR VARIANCE #1

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

### 1. Is the application minor?

The proposed variance for “Day Nursery” and “Private School” as permitted uses on the Subject Site is minor in nature as the site-specific By-law for the Subject Site already includes a variety of permitted non-residential uses, including “Commercial School”, “Community Club”, and “Retail establishment having no outside storage”. The provisions in the site specific By-law that apply to the existing permitted non-residential uses will continue to apply to the proposed Day Nursery and Private School uses, including that it shall be permitted only on the ground floor of an apartment dwelling.

### 2. Is the variance desirable for the appropriate use of land, building, or structure?

The proposed variance for “Day Nursery” and “Private School” as permitted uses on the Subject Site is desirable as it provides an appropriate use for the proposed residential development, which will introduce approximately 1,062 residential units to the Subject Site, including approximately 415 two-bedroom units (approximately 41% of the total unit mix) and 13 three-bedroom units (approximately 1% of the total unit mix) in total.

The proposed “Day Nursery” and “Private School” uses are not anticipated to generate negative impacts on the day-to-day operations or management of the residential components of the proposed development, nor on the surrounding area. The proposed “Day Nursery” and “Private School” uses will contribute to the development of a vibrant mixed-use corridor along Mississauga Road by introducing an essential community-servicing use, while also supporting employment-generating activities. As such, the “Day Nursery” and “Private School” uses are considered compatible with the proposed and surrounding site context and aligns with the long-term vision for the Mount Pleasant Secondary Plan area.

### 3. Does the application conform to the general intent of the Zoning By-law?

The Subject Site is zoned as Residential Apartment 4 with site-specific By-law 3689 (approved on March 13, 2023), in the City of Brampton Zoning By-law 270-2004. The intent of R4A-3689 is to permit residential uses together with complementary non-residential uses on the ground floor of an apartment building, such as a commercial school or community club. These existing permissions are intended to support a complete, mixed-use residential development and to accommodate community service functions that are compatible with residential uses.

The City defines “School, Commercial, Technical or Recreational” as a “place where training in language skills, secretarial skills or other trade skills, or training in sports, dance or other recreational skills, is provided for compensation.” Furthermore, the City defines a “Community Club” as “a building or place operated by a social organization.”

The definition for “School, Commercial, Technical or Recreation” and “Community Club” are similar to the definitions a “Day Nursery” and “Private School”. The City’s Zoning By-law defines “Day Nursery” as “a day nursery within the meaning of the “Day Nurseries Act”. The Day Nurseries Act defines “Day Nursery” as “a facility that provides temporary care for more than five children who are not of common parentage, primarily for a continuous period not exceeding 24 hours. This includes children under ten years of age, except for those with developmental disabilities, who may be under eighteen.” The City’s Zoning By-law defines “Private School” (“School, Private”) as “a school that is not a public school that provides the same services as a public school”. The functions of the above non-residential uses permitted through site specific By-law 3689 are comparable to that of a “Day Nursery” and a “Private School”, as all involve instructional, recreational, and/or social programming provided by an organization for members of the public in an indoor setting. The proposed “Day Nursery” and “Private School” uses represent a similar non-residential use to those already permitted in site specific By-law 3689.

As noted in provision 16(a)(II) of site specific By-law 3689, gross floor area for non-residential uses are exempt from the calculation of any minimum parking space requirement. As such, the minimum parking requirement for the proposed “Day Nursery” and “Private School” uses is 0.0 (zero).

While “Day Nursery” and “Private School” are not explicitly listed as permitted uses, they are considered a compatible, ancillary use to the existing permitted non-residential uses through site-specific By-law 3689 that would be integrated and operated within the proposed development. The “Day Nursery” and/or “Private School” is intended serve residents of the proposed development and the surrounding area. Furthermore, the requested variance to add “Day Nursery” and “Private School” as permitted uses continues to support a complete, mixed-use residential development and conforms to the general intent of Zoning By-law 270-2004.

#### **4. Does the application conform to the general intent of the Official Plan?**

The proposed development supports the creation of healthy communities within the Urban System of the Region of Peel, as encouraged in the Region of Peel Official Plan (Policy 5.6.2, 5.6.3, 5.6.4), and introduces a non-residential use that helps to meet the needs of those living and working in the Urban System of the Region of Peel (Policy 5.6.9). The Subject Site is within the Designated Greenfield Area, where policy directs for intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan). The introduction of “Day Nursery” and “Private School” as permitted uses on the Subject Site conforms to the general intent of the ROP by introducing a non-residential use in a mixed-use area well-supported by transit infrastructure.

The City of Brampton Official Plan encourages Brampton to promote balanced land-use development that accommodates development around mobility hubs, and to create well-functioning communities that are pedestrian-friendly and transit-oriented, with a favourable pedestrian realm (Policy 2.4.3 (b), 4.11.3.4). The Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan, which is intended to



accommodate mixed-use developments that include a combination of commercial, residential, institutional, and other uses (Policy 5.2.1.1 of the Secondary Plan). The introduction of “Day Nursery” and “Private School” as permitted uses on the Subject Site conforms to the general intent of the OP and Secondary Plan by providing commercial uses at-grade that help to promote a vibrant, pedestrian-friendly public realm while allowing convenient access to community-servicing use for residents and surrounding community members (Policy 3.2.8.5 (viii)).

In our professional opinion, as outlined above, the proposed variance #1 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

## FOUR TESTS FOR MINOR VARIANCE #2

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

### 1. Is the application minor?

The proposed variance for relief from a reduced parking rate per unit is minor in nature as it recognizes the existing supporting transit-oriented infrastructure that allows the proposed rental development to utilize and would not result in any significant changes to the existing area.

The proposed variance for relief from the minimum residential parking rate requirement of 1.0 spaces per unit to 0.75 spaces per unit for the North Tower represents a minor adjustment reflecting current rental market conditions of reduced car usage. Further, the proposed residential parking rate reduction does not compromise rental residents' parking needs, as supported by GHD's parking justification letter.

As mentioned, a previous minor variance application (#A-2024-0433) was approved to permit a reduced residential parking rate from 1.0 per unit to 0.8 per unit. Based on the existing provisions in the R4A-3689 zone, the proposed rental development complies with the visitor parking provisions and all other provisions.

### 2. Is the variance desirable for the appropriate use of land, building, or structure?

The proposed variance for relief from the minimum residential parking requirement is appropriate and desirable given that the proposed rental development is supported by the Subject Site's proximity to existing transit-oriented infrastructure. The Subject Site is located approximately 400 metres from a Brampton Transit bus stop along Veterans Drive, with bus routes that connect to Mount Pleasant GO Station, which provides GO Rail and GO Bus Services travelling to Guelph, Georgetown, Toronto, Mississauga, and Kitchener.

Furthermore, GHD's parking justification letter provides a thorough analysis of rental building residential parking needs for developments comparable to that of the Subject Site, and concludes that the proposed 0.75 residential parking rate for the North Tower

would meet the needs of residents for the proposed rental building. As such, the requested variance is considered appropriate and desirable, promoting a compact and sustainable built form for the Subject Site that complements the surrounding area.

### 3. Does the application conform to the general intent of the Zoning By-law?

The intent of the minimum residential parking requirement in the City of Brampton Zoning By-law 270-2004 is to provide adequate but not excessive parking supply for developments, while encouraging a transit-supportive and pedestrian-friendly City. A required minimum residential parking rate of 0.75 spaces per unit for the North Tower on the Subject Site conforms to the general intent of the City of Brampton Zoning By-law through:

- **Providing an adequate level of residential parking:**

As demonstrated in GHD's parking justification letter, the proposed variance would not compromise the parking needs of residents. The existing 0.80 residential parking rate for the North Tower would provide an excess of parking for the predicted demand. In addition, the minimum residential parking requirement for the South Tower remains at 0.80 spaces per unit, and the visitor parking requirement for both towers remains at 0.20 spaces per unit, ensuring that condominium residential parking needs and short-term parking needs are still met. As such, the requested residential parking variance maintains the general intent and purpose of Zoning By-law 270-2004 by ensuring that the Subject Site is developed in a manner that complements the surrounding area and aligns with the City's broader planning objectives.

### 4. Does the application conform to the general intent of the Official Plan?

The Subject Site is within the Designated Greenfield Area of the Urban System in the Region of Peel Official Plan (Adopted by Council April 28, 2022, June 2025 Office Consolidation) and designated as Residential in the City of Brampton 2006 Official Plan (Approved by the OMB on October 7, 2008; September 2020 Office Consolidation). The intent of the Residential designation in the Official Plan is to provide a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. The City is also encouraging the rehabilitation and provision of rental housing to support the forecasted population and housing growth to 2031. A reduced residential parking rate of 0.75 spaces per unit for the North Tower on the Subject Site conforms to the general intent of the City of Brampton Official Plan through:

- **Supporting Brampton's Transit-Supportive And Pedestrian-Friendly City:**

The Subject Site is approximately 400 metres from a Brampton Transit stop at Veterans Drive, which provides direct access to Mount Pleasant GO Station. As such, the reduced parking rate of 0.75 per unit for the North Tower is supported by a transit-supportive, pedestrian-friendly environment that provides residents with active transportation options. Furthermore, the Mount Pleasant Secondary Plan is designed as a sustainable, walkable, and transit-friendly environment, prioritizing transit-oriented development. Veterans Drive, the north-south road

that runs centrally through the Secondary Plan Area, includes transit-supportive design that minimizes vehicular traffic and prioritizes public transit (Policy 1 (i)). The Secondary Plan area is further supported by an extensive trail and pathway network that is integrated with the open space system and road network linking key destinations such as parks, schools, and transit stops. The proposed development is thus supported by existing and planned transit infrastructure, with the proposed 0.75 residential parking rate for the North Tower balancing the needs of renters with sustainable development principles.

- **Supporting the Creation of Complete Communities and Transit-Oriented Development:**

The proposed development supports the creation of complete communities through the introduction of commercial uses at-grade in the North Tower, as encouraged in the Region of Peel Official Plan. The proposed development conforms to the general objectives of the Urban System, providing a higher density and desirable compact built form that is transit-supportive (Policy 5.6.3, 5.6.4, 5.6.15 (b), (c) of the Region of Peel Official Plan). The Subject Site is within the Designated Greenfield Area, where policy directs for intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan). The Subject Site fronts Mississauga Road, classified as a Major Road on Schedule F-2 – Major Road Network. The proposed development is transit-supportive, providing access to several existing, planned, and future bus routes within a 500-metre radius of the Subject Site, including two existing bus routes that travel to Mount Pleasant GO Station, a key transit hub in the City of Brampton.

The City of Brampton Official Plan encourages Brampton to promote balanced land-use development that accommodates development around mobility hubs, and to create well-functioning communities that are pedestrian-friendly and transit-oriented, with a favourable pedestrian realm (Policy 2.4.3 (b), 4.11.3.4). The proposed development includes commercial uses at-grade within the North Tower and provides primarily below-grade parking, promoting a vibrant and accessible pedestrian-friendly public realm while allowing convenient access for employees, visitors, and residents (Policy 3.2.8.5 (viii)). The parking garage entrance is located off the shared driveway with the adjacent gas station to minimize disturbance to residents, visitors, and commercial users. Surface parking is located internal to the Subject Site and is visually screened by either a vegetated buffer or the proposed buildings (Policy 3.2.8.5 (viii)).

The proposed development includes residential (condominium and rental) and commercial uses, and is located near existing and planned public transportation, achieving a transit-supportive compact built form and contributing to the building of complete communities.

- **Providing a Mix of Housing Tenures and Uses that are Transit-Supported:**

The proposed development will support aging in place, transit and active transportation, reduced automobile dependency, current and future commercial uses, as well as use of public service facilities in the near and broader area (Policy 3.2.8.5 (vii) of the OP, Policy 4.3 (iii) of the SP). As mentioned, the Subject Site is located in close proximity to several existing, planned, and future bus routes that connect to Mount Pleasant GO station, encouraging the use of public transit.

The Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan and designated as High Density Residential. The Mount Pleasant Secondary Plan represents one of the most unique development projects in the City of Brampton, with policy that supports compact development and healthy active lifestyles. The proposed development provides a desirable mix of housing tenures and commercial uses that contributes to the realization of the Secondary Plan area as a complete community (Policy 4.3 (i), (ii) and 5.2.1.1 of the SP).

The Subject Site is located adjacent to a neighbourhood commercial plaza with a variety of uses, including banks, a grocery store and dentist offices. To the southeast of the Subject Site is a Catholic elementary school with a daycare, with other elementary schools in proximity of the Subject Site. Future residents of the proposed development will be able to utilize these commercial, institutional, and community uses within walking and transit distance (Policy 3.2.8.5 (iv)).

- **Utilizing Planned Higher Order Transit:**

In addition to the existing proximity to transit systems, future rapid transit is planned along Mississauga Road, at the intersection of Sandalwood Parkway West and Mississauga Road, per Schedule C – Transit Network of the OP. As mentioned in Section 4.5.4 – Public Transit of the OP, the City recognizes that a key component of achieving enhanced transit service is developing a strong rapid transit network.

The OP also notes in Section 3.2 that a sustainable city structure should include maintaining stable residential neighbourhoods so that residents can access existing services and infrastructure, such as transit, schools, and open space. Specifically, the existing and proposed road, pedestrian and cycling networks will support convenient and safe mobility for future residents, as encouraged through Policy 3.2.8.5 of the OP.

Furthermore, the proposed Heritage Heights Transportation Master Plan, located across the Subject Site along Mississauga Road, is considering improved transit options along Mississauga Road that will improve transit access to and from the Subject Site.

The proposed development will utilize planned higher order transit, encouraging walkability and use of sustainable modes of transportation.

- **Meeting Affordable Rental and Affordable Ownership Housing Objectives:**

The ROP provides direction on the provision of housing to meet the full range of needs in Peel, including increasing the supply of affordable rental housing. The Peel Housing Needs Assessment (2018) and the Housing Strategy (2018) found that 50% of all new housing the Region should be medium or high-density and 25% of all new housing in the Region should be rental in order to meet housing needs of the population. As Tower B is now proposed to be rental, the proposed development supports the availability of housing for a range of household types and incomes that meets the local housing needs, including renters (Policy 5.9.2, 5.9.3, 5.9.7). The proposed development is a higher-density mixed-use development with both condominium and rental tenure options that will accommodate population growth, contribute to the inventory of land available for mixed-use development, and provide residential intensification in an area supported by existing community services and transportation infrastructure.

In our professional opinion, as outlined above, the proposed variance #3 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

## SUBMISSION MATERIALS

In support of this Minor Variance Application, please find enclosed the following materials:

1. Revised Cover Letter, prepared by WSP, dated February 17, 2026;
2. Parking Justification Letter, prepared by GHD Engineers, dated February 13, 2026; and,
3. Site Plan CoA Mark-up of Variances, prepared by CORE Architects and annotated by WSP, dated November 27, 2025.

We look forward to working with the Committee of Adjustment and City Staff in processing the subject application. Should you have any questions or require further copies of the items listed above, please contact the undersigned at 416-342-2800 or by email at [Jane.Law@wsp.com](mailto:Jane.Law@wsp.com).

Yours sincerely,

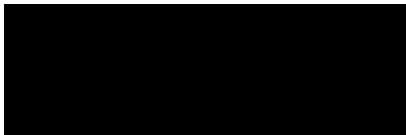


**Jane Law, MCIP, RPP**

Project Planner, Urban and Community Planning – Ontario

Strategic Advisory & Planning, Transportation & Infrastructure

WSP Canada Inc.



13 February 2026

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 prepare this Parking Justification Report in support of a minor variance application to reduce the minimum residential parking requirement for the north building (Phase 1) of the proposed Primont M3 residential development located in the northeast corner of Mississauga Road and Sandalwood Parkway West, within the Mount Pleasant Community of the City of Brampton.

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

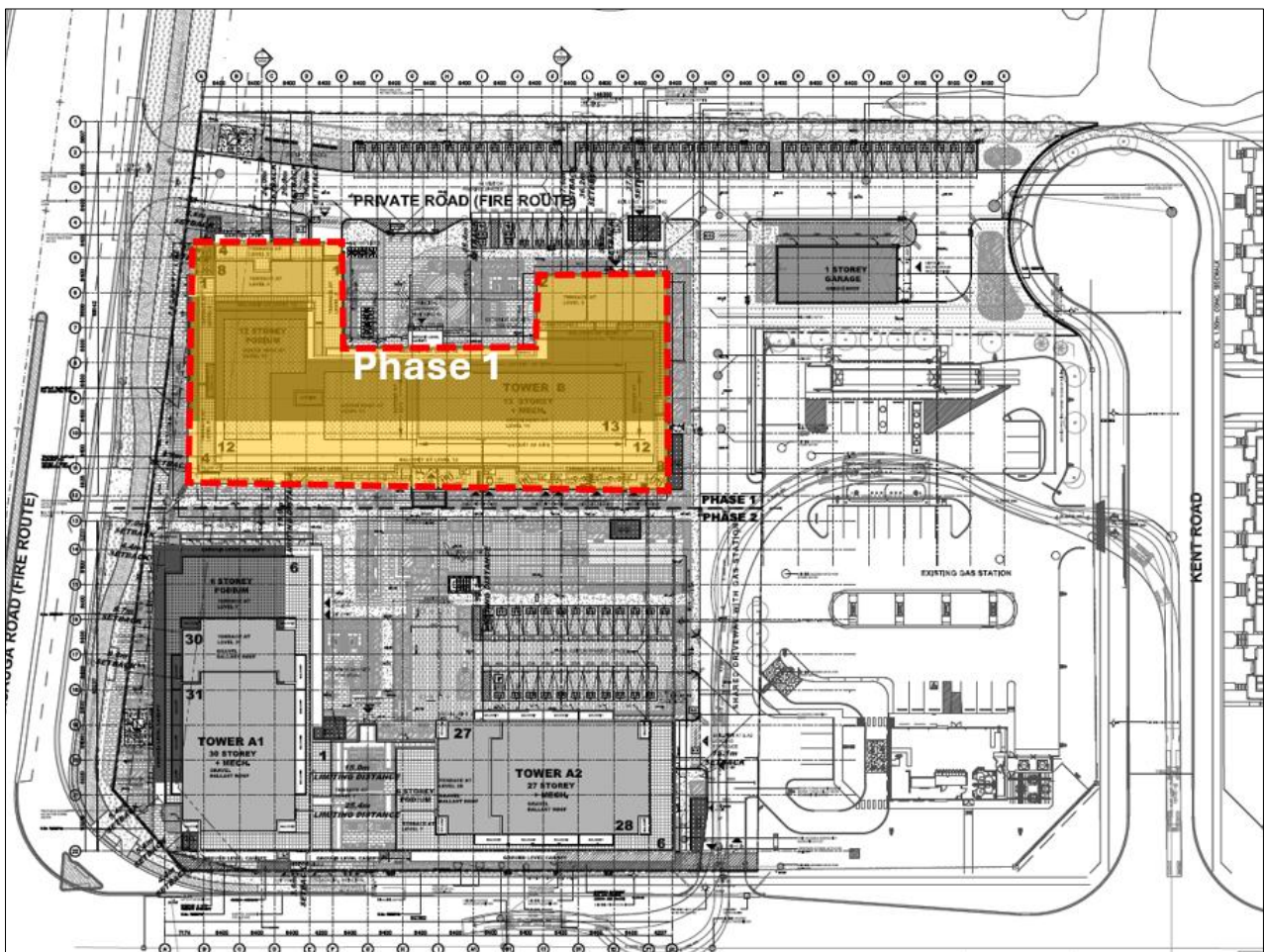


**Figure 1** Site Location

The subject site is situated within a rapidly urbanizing area known as the Mount Pleasant Community that has been strategically planned around higher-order transit, active transportation networks, and a mix of residential and community amenities designed to promote sustainable mobility choices.

The Mount Pleasant Community has been planned as an “urban transit village,” founded on principles of compact, sustainable growth and active transportation. Its interconnected network of roads, trails, and transit routes encourages walking, cycling, and public transit use. The community is anchored by the Mount Pleasant Village Mobility Hub, the Mount Pleasant GO Station, and Brampton’s Zum Rapid Transit system, which provide efficient and direct connections along Bovaird Drive and Mississauga Road. These multimodal connections further support reduced dependence on private vehicles and reinforce the appropriateness of a lower residential parking rate for the proposed development.

The Primont M3 development achieved Site Plan approval in 2024 under application SPA 2022-0225. The overall M3 development will consist of approximately 1,062 residential units and 1,568 m<sup>2</sup> of commercial gross floor area (GFA). The current application seeks to amend the previously approved parking standard only for the Phase 1 (north) building illustrated in **Figure 2**, which is now proposed to contain a total of 298 purpose-built rental units.



**Figure 2** North Building Phase 1 Building

This report provides a comprehensive, evidence-based justification to support a further reduction in the minimum resident parking rate from 0.80 spaces per unit to 0.75 spaces per unit for the Phase 1 building, while maintaining the existing visitor parking rate of 0.20 spaces per unit.

The 0.80 resident rate was previously established for the overall site through a minor variance application #A2024-0433 approved under Zoning By-law 53-2023, which recognized the site's highly transit-accessible location within the Mount Pleasant Community and its consistency with Brampton's planning vision for compact, mixed-use, and transit-oriented development. That variance reflected parking conditions appropriate for condominium tenure at the time of approval.

This updated analysis builds upon the foundation of the prior parking reduction and incorporates recent local Brampton-specific parking survey data and information from similar transit-oriented rental developments. It also references the City of Mississauga's zoning framework, which explicitly differentiates between condominium and rental apartment parking requirements, recognizing that purpose-built rentals typically generate lower parking demand. Similar to Mississauga, empirical studies and municipal experience across the Greater Toronto Area also demonstrates that purpose-built rental developments exhibit notably lower car ownership and parking utilization rates compared to ownership-based condominiums. This shift materially changes the anticipated parking demand characteristics of the Phase 1 building and supports the proposed reduction to 0.75 spaces per unit.

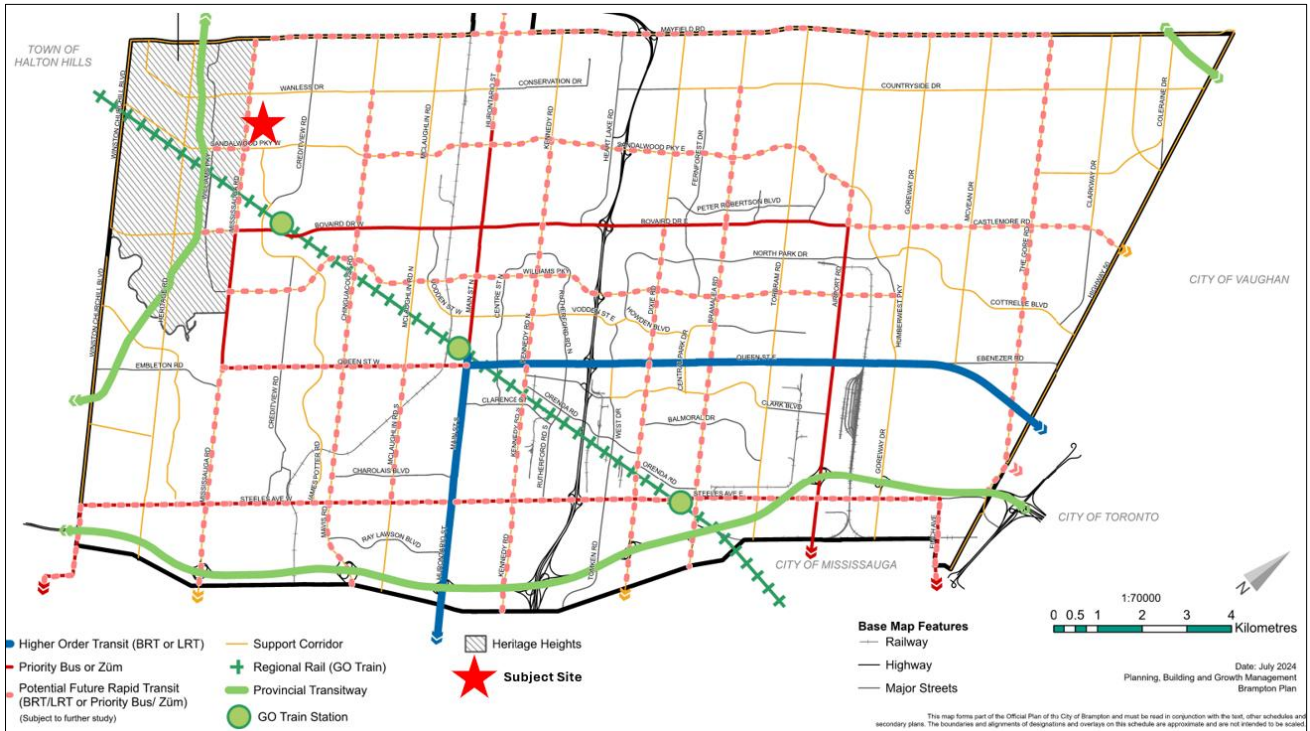
In addition to better reflecting actual demand, the proposed reduction provides a substantial benefit to the development's design and feasibility. By lowering the parking requirement, the Phase 1 building can reduce its parking structure from three levels to a single level, resulting in significant hard cost savings and improved project efficiency, while continuing to meet the parking needs of residents and visitors within a transit-supportive environment.

## **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 3** 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 3 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 Site-Specific Zoning By-law

#### APPROVED SITE-SPECIFIC ZONING BY-LAW REQUIREMENT

The Primont (M3 Condo) development is subject to Zoning By-law 53-2023, which amends the City of Brampton Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law was approved through a previous minor variance application that reduced the minimum resident parking requirement from the standard rate under the parent Zoning By-law to 0.80 spaces per dwelling unit. This reduction was granted in recognition of the site’s location within the Mount Pleasant Community and its suitability for a high-density, transit-oriented form of development. The approved rates are as follows:

- Residents: A minimum of 0.80 parking spaces per dwelling unit
- Visitors: A minimum of 0.20 parking spaces per dwelling unit
- Commercial retail visitor parking spaces permitted to be shared with residential visitor spaces

A new minor variance is now being sought specifically for the Phase 1 (north) building to further reduce the resident parking requirement from 0.80 to 0.75 spaces per unit, while maintaining the visitor parking rate at 0.20 spaces per unit to recognize the change in tenure of the Phase 1 building from ownership-based condominium units to purpose-built rental units.

Purpose-built rental housing typically exhibits lower car ownership and parking utilization compared to condominium developments, as supported by parking utilization surveys and municipal data across the Greater Toronto Area.

## 4. Purpose-Built Rental Parking Characteristics

Numerous municipal, academic, and regional research confirms that purpose-built rental housing consistently exhibits lower parking demand than condominium or ownership-based developments. This difference is attributed to multiple socioeconomic and behavioural factors:

- Renters generally have lower median household incomes than homeowners, leading to higher cost sensitivity regarding vehicle ownership. Renters tend to prioritize housing affordability and transit access over car ownership when costs are unbundled from rent
- Rental housing accommodates a larger proportion of younger adults, students, and seniors, all of whom exhibit lower rates of vehicle ownership.
- Renters are more price-sensitive and respond directly to the cost of parking. The *Victoria Transport Policy Institute (VTPI) study on Parking Requirement Impacts on Housing Affordability (June 2014)* emphasizes that unbundling parking from rent can reduce vehicle ownership by up to 20–30%, as households consciously opt out of car ownership when parking is no longer automatically included in rental costs.
- Purpose-built rental sites are commonly located near transit corridors and pedestrian-oriented infrastructure. The *Metro Vancouver Private Off-Street Parking Study (June 2025)* observed that buildings located near frequent transit service demonstrated utilization rates between 0.35 and 0.72 vehicles per unit, compared to 0.86 to 0.99 for condominiums, a reduction of roughly 25–40% in parking demand.

These findings are consistent across the GTA and beyond. Together, these data sets reinforce the principle that rental developments should be planned with lower parking supply standards to reflect real-world utilization, reduce overbuilding, and improve housing affordability.

## 5. Economic and Environmental Implications

### COST OF STRUCTURED PARKING

Structured underground parking is one of the most expensive components of high-density residential development. According to the Victoria Transport Policy Institute (Litman, 2014), each underground parking stall adds \$70,000–\$100,000 in construction costs per space.

When applied to the Primont M3 development, reducing the residential parking supply from 0.80 to 0.75 spaces per unit could eliminate approximately 14 parking stalls, representing approximately \$1 million in potential cost savings. These savings can be redirected toward enhancing the project's financial viability and delivery of rental units within the City of Brampton.

### AFFORDABILITY AND HOUSING VIABILITY

Victoria Transport Policy Institute research indicates that eliminating a single structured parking stall can lower housing costs by 12–25%, or roughly \$300–500 per month in equivalent rent. This demonstrates that oversupplying parking directly impacts affordability.

### POLICY IMPLICATIONS

Municipalities across Ontario increasingly acknowledge the connection between parking standards, affordability, and environmental sustainability. The *Newmarket Parking Study (2016)*

and Mississauga Parking Strategy (2019) both highlight that lowering parking minimums for rental buildings supports provincial goals for compact growth and reduced auto dependency.

In this context, the proposed 0.75 spaces per unit at Primont M3 is not only a data-driven reflection of expected demand, but also a policy-aligned, cost-effective, and environmentally responsible approach that advances Brampton's broader planning objectives.

## 6. Support for Parking Reduction

### RENTAL PROXY SURVEYS

To assess the parking demand of purpose-built rental apartment units under conditions comparable to the proposed Primont M3 development, GHD conducted late-night parking utilization surveys at five existing purpose-built rental apartment buildings within the City of Brampton. The selected sites were chosen to represent similar locational and contextual attributes, including comparable development forms, proximity to transit routes, and urbanized surroundings with limited on-street parking availability. Each of the surveyed properties featured surface parking lots, allowing for clear and accurate observation of overnight parking utilization.

The proxy sites were selected due to their proximity to higher-order transit, particularly the Brampton Innovation District GO station, which is a key factor for assessing the parking demand at the subject site. This makes them a strong representative sample for understanding how accessibility to transit influences parking demand.

Each survey was conducted during the overnight period at approximately 2:00 AM on Wednesday October 29, 2025, and Wednesday November 5, 2025, to capture peak residential parking demand, when residents are most likely to be home. Conducting the counts during this period ensures the recorded parking utilization accurately reflects the true resident parking demand rather than transient or daytime activity.

The surveyed properties include:

- **205 Vodden Street East** – A mid-rise rental apartment building located in a well-established residential area northeast of downtown Brampton, served by local Brampton Transit routes and within walking distance of commercial amenities along Kennedy Road. This site is a 17 minute transit ride, a 30 minute walk, and an 8 minute cycle ride to the Brampton Innovation District GO station.
- **171 Church Street East** – A mid-rise apartment building situated near Church Street East and Kennedy Road, providing convenient access to transit corridors and community services, representing a mature, transit-accessible urban environment. This site is an 11 minute transit ride, a 22 minute walk, and a 6 minute bike ride from the Brampton Innovation District GO station.
- **161 Church Street East** – A larger rental building located in the same general area as 171 Church Street East, but with slightly higher unit count and more structured on-site parking. This site is an 11 minute transit ride, a 19 minute walk, and a 5 minute bike ride from the Brampton Innovation District GO station.
- **33 Kennedy Road** – A high-density rental apartment complex located along a major arterial road with multiple Brampton Transit routes and nearby retail services, providing an urban, mixed-use context comparable to the Mount Pleasant Community. This site is an 11 minute transit ride, a 25 minute walk, and an 8 minute bike ride the Brampton Innovation District GO station.

- **370 Steeles Avenue East** – A rental apartment building located adjacent to a major arterial corridor near the Mississauga border, providing access to higher-order transit services and a more suburban commercial environment. This proxy site is located the furthest from the GO station with a 26 minute transit ride, a 1 hour walk, and a 19 minute bike away from the Brampton Innovation District GO station.

In comparison, the subject site is a 10 minute transit ride, a 34 minute walk, and a 9 minute bike ride from the Mount Pleasant GO station. These distances highlight that the subject site is well-connected to higher-order transit making it highly accessible to public transit users. This proximity to the GO station situates the subject site in a similar context to the proxy sites, which also benefit from access to higher-order transit. The comparable transit options available at both the subject site and the proxy sites provide a strong basis for understanding resident parking demand in areas well-served by public transit.

The proxy sites, which are located in urbanized areas with varying distances to a GO station, offer valuable insights into how accessibility to transit can influence parking demand. These sites were selected due to their connectivity to a GO Station, similar to the subject site. Just as residents of the proxy sites are likely to rely on transit for commuting and daily activities, residents of the subject site, with its excellent access to the Mount Pleasant GO station, are expected to have similar patterns of behavior.

**Table 1 Observed Proxy Site Peak Resident Parking Demand – Rental Buildings**

Property	Dwelling Units	Resident Spaces Available	Resident Parking Demand	Resident Spaces per Unit
205 Vodden St E	47	47	30	0.638
171 Church St E	61	61	42	0.689
161 Church St E	131	97	54	0.412
33 Kennedy Rd	248	150	95	0.383
370 Steeles Ave E	160	188	139	0.863
Average (all sites)			0.597	
Average (excluding outlier at 370 Steeles)			0.530	

Across all surveyed properties, the average overnight resident parking utilization was approximately 0.60 spaces per unit. Notably, the proxy site located furthest from the GO station, 370 Steeles Avenue East, has the highest parking demand among the surveyed sites. This highlights the influence of transit accessibility on parking demand. The further away a site is from the transit hub, the higher the likelihood is that resident would rely on private vehicles, resulting in higher parking utilization. In contrast, the sites with shorter transit rides, such as those closer to the GO station, generally show lower parking demand, as residents have more viable alternatives to driving. When excluding the higher utilization outlier at 370 Steeles Avenue East the average utilization decreases to 0.54 spaces per unit.

Variation in parking utilization among the surveyed properties is expected and reflects differences in local context, building design, unit composition, and resident demographics. The key take-away is that developments situated along higher-order transit corridors or within walkable, mixed-use neighbourhoods consistently exhibit lower vehicle ownership rates, as residents have greater access to frequent transit, active transportation networks, and nearby daily amenities.

For the purpose of evaluating the Primont M3 development, transit accessibility is a significant factor in reducing the need for resident parking at the development, as it allows residents easy access to the broader transit network, including the GO Train, which is a major commuting option for longer-distance travel. The subject site's proximity to the Mount Pleasant GO station enhances its appeal for residents who prioritize transit accessibility, as it offers a fast and direct connection to downtown Toronto and other key regional destinations.

The short 10 minute transit ride to the GO station means that residents are more likely to utilize public transit for commuting to work, school, and other daily activities, rather than relying on personal vehicles. The subject site's accessibility to transit is likely to encourage fewer car trips and, in turn, lower the demand for parking spaces. By reducing resident parking, the development can capitalize on the existing transit infrastructure, which already serves as a major transportation hub for the community.

Additionally, the subject site benefits from its location across the street from a commercial retail area, including a grocery store, which is within walking distance for residents. This retail proximity adds significant convenience to daily living, making it easier for residents to meet their shopping and service needs without relying on a vehicle. The combination of nearby retail, easy access to transit, and the potential for active transportation options such as walking and cycling strengthens the case for reduced parking demand.

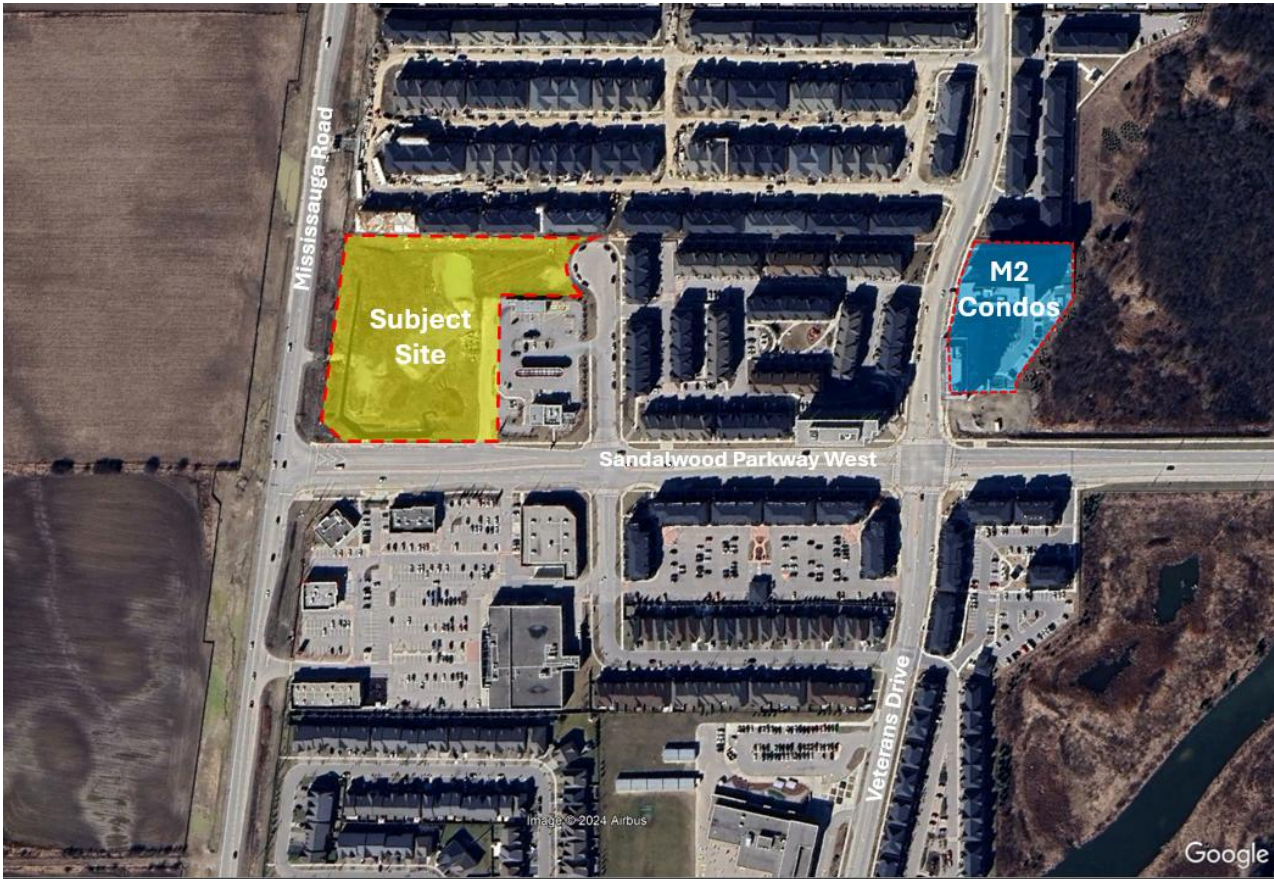
Consequently, the parking demand at the site is expected to be lower compared to other areas with less access to transit, aligning with trends observed at the proxy sites closer to transit hubs. The average observed utilization values should therefore provide a representative and balanced basis for estimating realistic parking demand. As such, applying the average observed rate of approximately 0.60 spaces per unit, represents an appropriate estimate of resident parking demand in this context.

Furthermore, because the Phase 1 (north) building will operate as a purpose-built rental development, parking spaces will be available for rent separately from the residential units. Prospective tenants will be aware of parking availability and associated costs at the time of leasing, allowing them to make an informed decision based on their transportation needs and lifestyle. This market-based allocation approach inherently aligns parking supply with actual demand, ensuring that spaces are utilized efficiently by residents who require them while discouraging unnecessary vehicle ownership among those who do not.

Overall, the findings confirm that the previously approved 0.80 spaces per unit standard would exceed the parking average demand observed in comparable Brampton rental developments. The proposed reduction to 0.75 spaces per unit for the Phase 1 building is therefore supported by both empirical data and operational considerations, reflecting a practical, transit-supportive, and resident-driven approach to parking management within the Mount Pleasant Community. The adjustment also advances broader municipal objectives related to sustainability, housing affordability, and efficient land use by reducing the need for costly underground parking construction and encouraging a continued shift toward active and sustainable modes of travel.

## **CONDO PROXY SURVEY**

To support the original minor variance for the site to 0.80 spaces per unit for residents, GHD had previously completed a parking demand survey of the occupied and registered MontVert (M2) Condominium, located east of the subject site on Sandalwood Parkway at 215 Veterans Drive. It is important to note that the M2 building represents an ownership-based condominium form, while the proposed Phase 1 building of M3 will be a purpose-built rental building. The location of the proxy site is shown in the figure below.



**Figure 4 Ownership Based Condo 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. At the time of the survey, only 7 of the 16 second 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 11<sup>th</sup>, 2024, and Monday, August 12<sup>th</sup>, 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 11<sup>th</sup> and 12<sup>th</sup>, 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.

It is also important to note that, at the time of the survey, M2's property management had not yet implemented active parking controls or resident vehicle registration protocols. As a result, it is possible that the observed 0.73 spaces per unit includes a small portion of vehicles that were not formally assigned to residential units such as visitors, unregistered tenants, or secondary household vehicles using unregulated spaces.

Accordingly, the recorded utilization of 0.73 spaces per unit likely represents a conservative (slightly inflated) estimate of true residential demand for ownership based residential units in the area. Once parking registration and permit systems are in place and occupancy levels stabilize, this parking demand may decrease.

**COMPARISON OF CONDOMINIUM VS RENTAL PARKING REQUIREMENTS (MISSISSAUGA EXAMPLE)**

The City of Mississauga Zoning By-law 0225-2007 is the only GTA zoning framework that explicitly differentiates between condominium apartments and rental apartments. Across all four precincts of the city, rental buildings require approximately 0.1 fewer resident parking spaces per unit than condominiums, as summarized below:

**Table 2 City of Mississauga Zoning By-law No.0225-2007**

<b>Apartment Type</b>	<b>Precinct 1 (spaces per unit)</b>	<b>Precinct 2 (spaces per unit)</b>	<b>Precinct 3 (spaces per unit)</b>	<b>Precinct 4 (spaces per unit)</b>
Condominium Apartment	0	0.9	1.0	1.1
Rental Apartment	0	0.8	0.9	1.0
Difference	0	-0.1	-0.1	-0.1

This consistent reduction reflects observed empirical differences in vehicle ownership between tenure types. Renters generally own fewer vehicles due to demographic and income profiles, stronger reliance on transit, and the influence of unbundled parking costs.

**Application to M3 Rental Building**

Applying the same 0.1 spaces per unit reduction used in Mississauga to the observed M2 condominium utilization rate of 0.73 spaces per unit yields:

$0.73 - 0.10 = 0.63$  spaces per unit

Given the Brampton-specific rental survey data, which show average residential parking demand in the range of 0.54 to 0.66 spaces per unit, it is reasonable to adopt a proposed resident parking rate of 0.75 spaces per unit for the M3 development.

This approach mirrors Mississauga’s municipally recognized practice of differentiating between tenures, providing an empirical and policy-supported basis for the proposed reduction.

Collectively, these findings confirm that a 0.75 spaces per unit resident parking rate appropriately balances tenant needs with affordability, sustainability, and the City’s transit-oriented development objectives, providing a data-driven, policy-aligned, and context-sensitive parking standard for the proposed rental building.

**Discussion with City Transportation Staff**

GHD discussed the proposed reduced parking supply with transportation staff in a meeting on December 15<sup>th</sup>, 2025, to determine an appropriate rate to reflect the shift in product type to include 298 purpose-built rental units.

Following the meeting, staff indicated that a providing resident parking at a rate of 0.75 spaces per unit would be an acceptable reduction from the previously approved rate of 0.80 resident spaces per unit.

**7. 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.

## **7.1 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.

## **7.2 Proposed TDM Measures**

### Pedestrian Connectivity and Bicycle Parking

The proposed building will include both short term and long term bicycle parking for visitors and residents.

### 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 unbundled parking scheme for prospective residents. This would allow residents to rent parking spaces separately from their units, leading to a lower monthly rents and parking utilization rate.

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:

- Fewer residents will need to own and operate a vehicle, leading to a significant reduction in parking demand.
- The shuttle service will reduce carbon emissions and contribute to a greener community by decreasing the number of individual car trips.

- The shuttle service can foster a sense of community among residents by providing a shared transportation option.
- 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.

## **8. Parking Assessment**

The parking analysis for the Primont M3 Phase 1 (north) building demonstrates that a resident parking rate of 0.75 spaces per unit is both realistic and supported by empirical evidence, municipal policy, and local context.

A parking utilization survey of five existing purpose-built rental buildings in Brampton found average overnight demand of approximately 0.60 spaces per unit. These results indicate that the previously approved 0.80 spaces per unit rate based on ownership units significantly exceeds observed purpose-built rental demand.

To complement the rental data, GHD also reviewed a proxy survey of the MontVert (M2) Condominium, an ownership-based building located 400 metres east of the subject site. Peak occupancy at M2 averaged 0.73 spaces per unit. Recognizing the tenure difference between ownership and rental housing, the City of Mississauga provides a precedent by applying a consistent 0.1 spaces per unit reduction (approximately 10%) for rental apartments relative to condominiums. Applying this adjustment to the observed M2 utilization (0.73 → 0.63) produces a rental parking demand consistent with the Brampton rental survey range.

The M3 site's proximity to a future higher-order transit stop on Mississauga Road, integration of TDM measures such as a shuttle to the Mount Pleasant GO Station, and nearby amenities further reinforce reduced reliance on private vehicles.

## **9. Conclusions And Recommendations**

As Brampton's transit network expands and higher-order transit becomes established, parking standards must evolve to reflect greater travel choice, surrounding land use, and TDM initiatives. High parking minimums create oversupply, drive up housing costs, and reinforce auto dependency.

The Primont M3 Phase 1 building is ideally located within the Mount Pleasant Community, a planned transit-oriented area near the Mount Pleasant GO Station and future rapid transit service along Mississauga Road. Its proximity to existing Brampton Transit routes and active transportation links supports reduced reliance on private vehicles.

Parking surveys at comparable Brampton rental sites show average utilization of about 0.60 spaces per unit, while the nearby MontVert (M2) Condominium, an ownership building, recorded a slightly higher rate of 0.73 spaces per unit.

Applying a similar reduction as the City of Mississauga recognizing the change to rental tenure yields a projected demand of 0.63 spaces per unit, aligning with the Brampton proxy survey range of 0.54–0.66 spaces per unit.

The M3 development will include TDM measures such as a shuttle to the Mount Pleasant GO Station, bicycle facilities, and unbundled parking further reducing vehicle use.

In summary, a resident parking rate of 0.75 spaces per unit is appropriate and supportable for the M3 rental building in Phase 1. It reflects local Brampton data and the site's strong transit accessibility while promoting affordability, sustainability, and efficient land use.

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

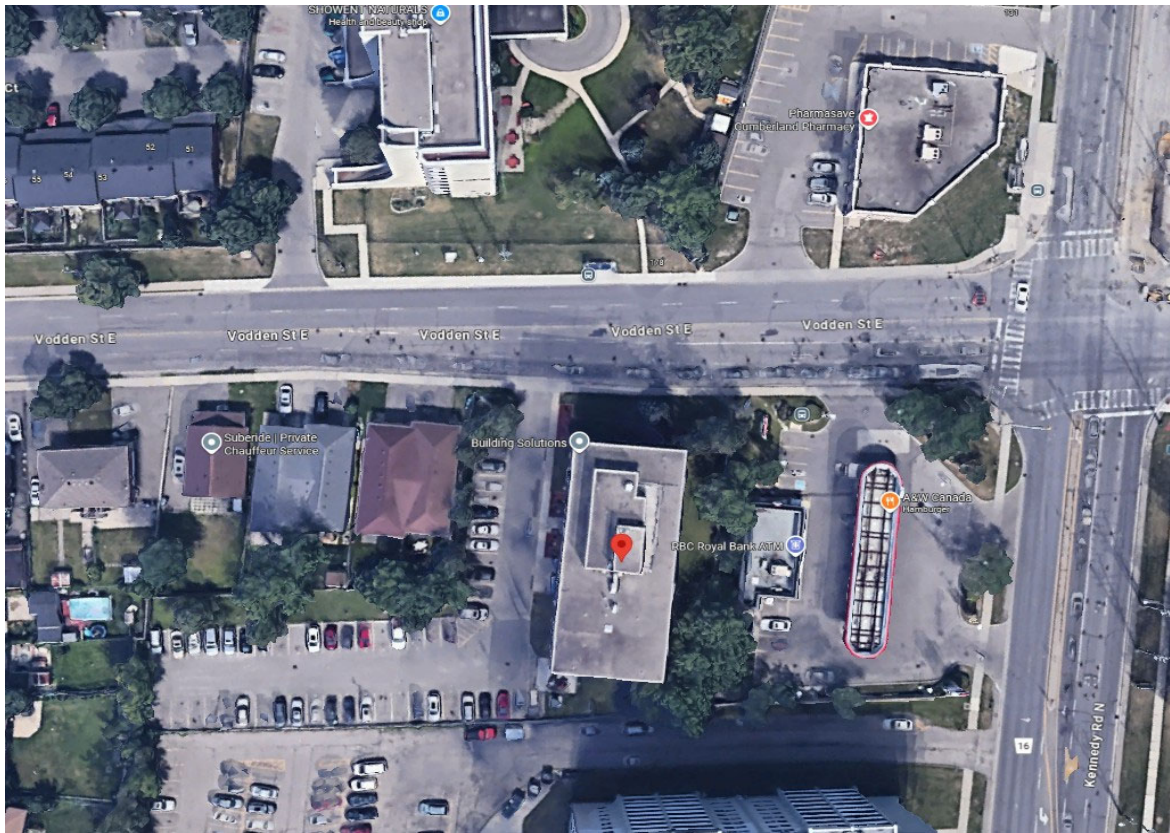


**William Maria, P. Eng.**  
Transportation Planning Lead

# Appendix

Address  
# of Dwelling Units

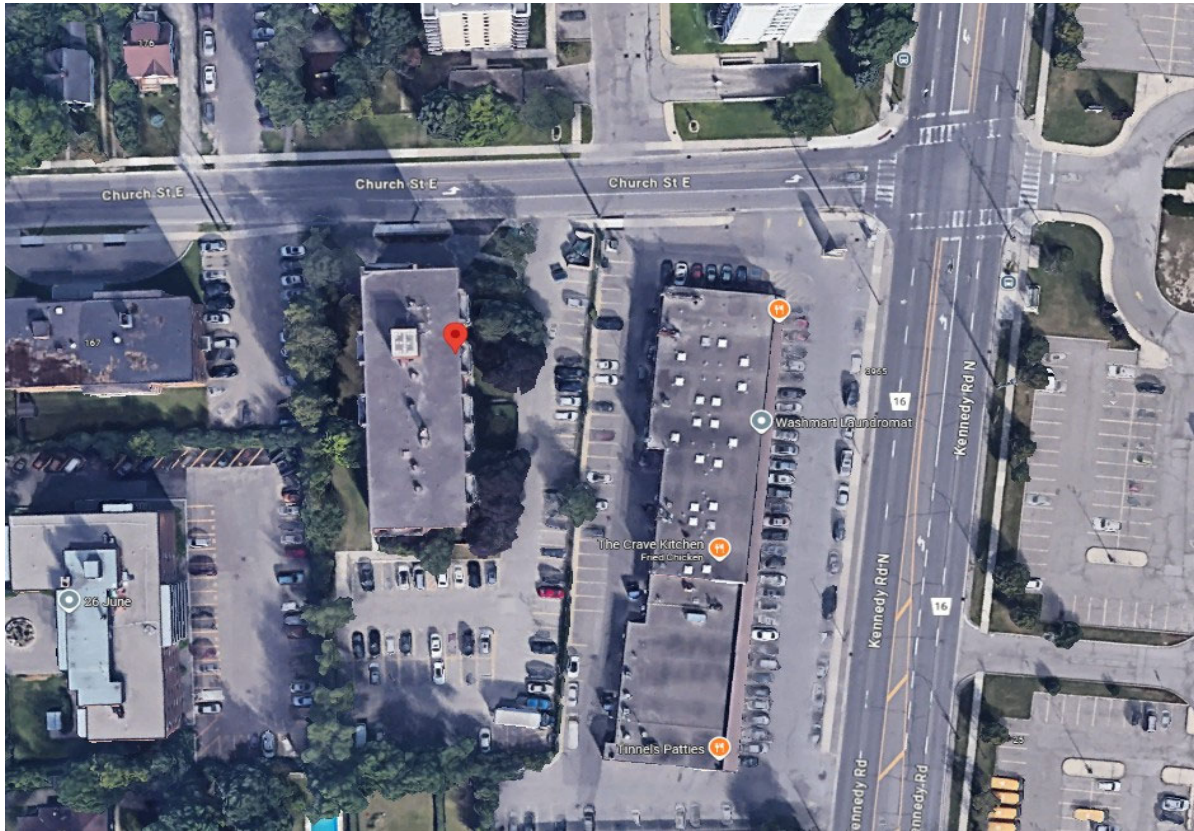
205 Vodden Street East  
47



	<b># of Occupied Resident Spaces</b>	<b>Spaces per Unit</b>
Wednesday October 5, 2025	30	0.64
Wednesday November 5, 2025	30	0.64

Address  
# of Dwelling Units

171 Church Street E  
61



	<b># of Occupied Resident Spaces</b>	<b>Spaces per Unit</b>
Wednesday October 5, 2025	42	0.69
Wednesday November 5, 2025	41	0.67

Address  
# of Dwelling Units

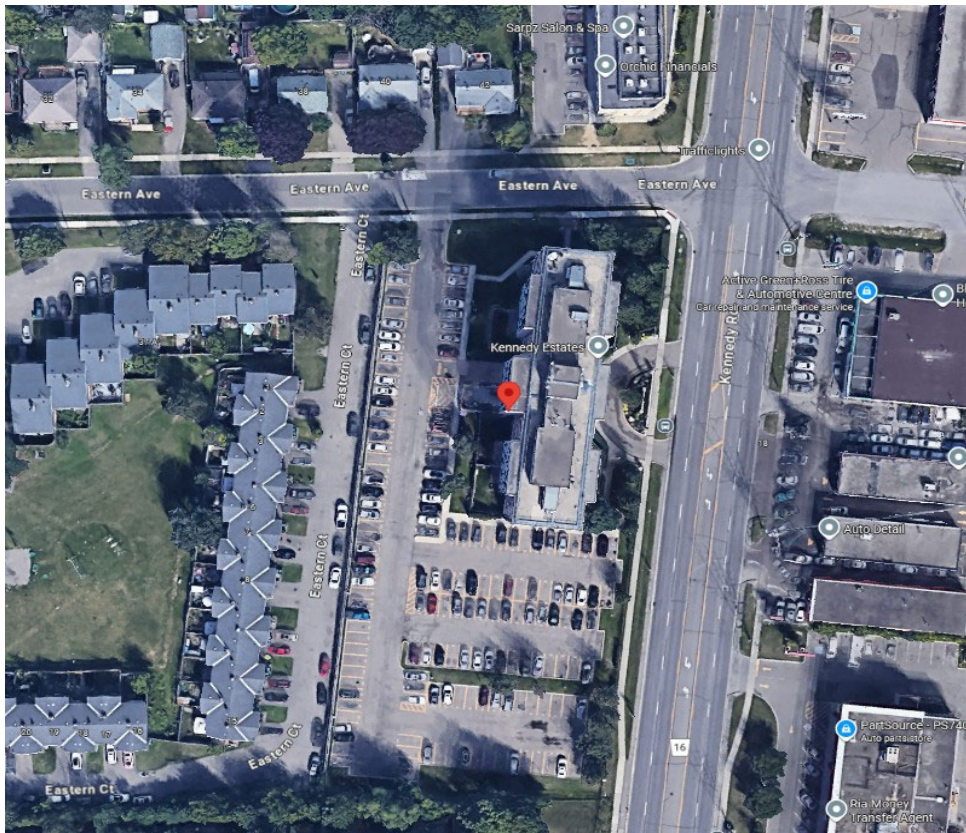
161 Church Street E  
131



	<b># of Occupied Resident Spaces</b>	<b>Spaces per Unit</b>
Wednesday October 5, 2025	54	0.41
Wednesday November 5, 2025	52	0.40

Address  
# of Dwelling Units

33 Kennedy Road  
248



	<b># of Occupied Resident Spaces</b>	<b>Spaces per Unit</b>
Wednesday October 5, 2025	95	0.38
Wednesday November 5, 2025	95	0.38

Address  
# of Dwelling Units

370 Steeles Ave E  
160



	<b># of Occupied Resident Spaces</b>	<b>Spaces per Unit</b>
Wednesday October 5, 2025	136	0.850
Wednesday November 5, 2025	139	0.869

Property	# of Occupied Resident Spaces	# of Dwelling Units	Resident/Dwelling Unit
205 Vodden St E	30	47	0.638
171 Church Street E	42	61	0.689
161 Church Street E	54	131	0.412
33 Kennedy Road	95	248	0.383
370 Steeles Ave E	139	161	0.863
	AVG		<b>0.597</b>



March 11, 2026  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario, L6Y 4R2

**Subject: Minor Variance Application, City of Brampton**

WSP Canada Inc. (“WSP”) has been retained by Primont Properties Inc. (the “Client”) to submit a Minor Variance Application for the lands located at 10629 Mississauga Road (herein referred to as the “Subject Site”) in the City of Brampton. The Subject Site has an approved Official Plan Amendment (By-law 52-2023) and Zoning By-law Amendment (By-law 53-2023), approved on April 5<sup>th</sup>, 2023, and Site Plan Approval, achieved on September 10, 2024. Since then, changes to the condominium market led the Client to adjust the development proposal, with the North Tower changing in tenure from condominium to rental. To more accurately reflect the parking needs of rental residents and the project’s fiscal viability, we are requesting a minor variance to reduce the minimum residential parking rate from 1.00 to 0.75 parking spaces per unit for the North Tower only, as supported by the four tests for a minor variance below. To support future tenancing, we are requesting Day Nursery and Private School be permitted uses on the Site. In addition, two variances to site-specific exemption 3689 are requested to permit for viable, barrier-free two-bedroom units within Phase 1, the North Tower. Firstly, a variance to 10 (a) (iii) is requested to permit a minimum 5.7 metre front yard setback for any portions of the building above the 7<sup>th</sup> storey and including the 30<sup>th</sup> storey. Secondly, a variance to 10 (b) (i) is requested to permit a minimum 23.2 metre north interior side yard setback for the first five storeys of the building.

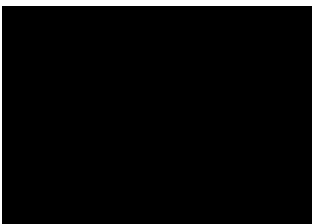
## LOCATION AND SITE DESCRIPTION

The Subject Site has a total area of approximately 2.29 hectares (5.66 acres) and is located on the north-east corner of Mississauga Road and Sandalwood Parkway West. An existing gas station, car wash and convenience restaurant are located on the southeast corner of the subject site, and the remainder of the Subject Site is approximately 1.7 hectares (4.21 acres) in size, is vacant and represents Phase 3 of the Sandalwood Parkway development owned by the Client.

The following uses surround the Subject Site:

**North:** Immediately north of the Subject Site is a residential subdivision comprised of single-detached, semi-detached, and townhouse units.

**East:** Immediately east of the Subject Site is Kent Road, a cul-de-sac. East of Kent Road is a residential townhouse subdivision, and an 8-storey residential building at the northwest corner of Sandalwood Parkway West and Veterans Drive.



**South:** Immediately south of the Subject Site, south of Sandalwood Parkway West, is a neighbourhood commercial plaza with a variety of uses, including banks, a grocery store and dentist offices (65-105 Dufay Road). Further south is a residential subdivision comprised of multiple attached dwelling units and single detached units. Southeast of the subject site are stacked townhouses, an elementary school at 120 Veterans Drive, and a school at 25 Aylesbury Drive. Beyond is the Mount Pleasant GO Station/Transit Hub, which is connected by public transit, with the closest stop 400 metres from the Subject Site on Veterans Drive, south of Sandalwood Parkway.

**West:** Immediately west of the Subject Site, west of Mississauga Road, is the Heritage Heights Community. The Heritage Heights community is within the Secondary Plan Areas 52 and 53, which are encouraged to be redeveloped as part of the provincial transportation corridor. The Heritage Heights Secondary Plan Areas 52 and 53 are encouraging development that follows several guiding principles to create a walkable, functional environment where individuals can gather, work, and reside. Some of the principles include promoting compact and diverse implementation of sustainable and resilient plans, technologies, and design strategies; conserving natural and cultural heritage; and integrating green and open spaces into neighbourhood designs while considering existing ecological systems. Currently, these lands are used for agricultural purposes.

## POLICY AND REGULATORY CONTEXT

Figure 1 is an aerial image of the Subject Site.



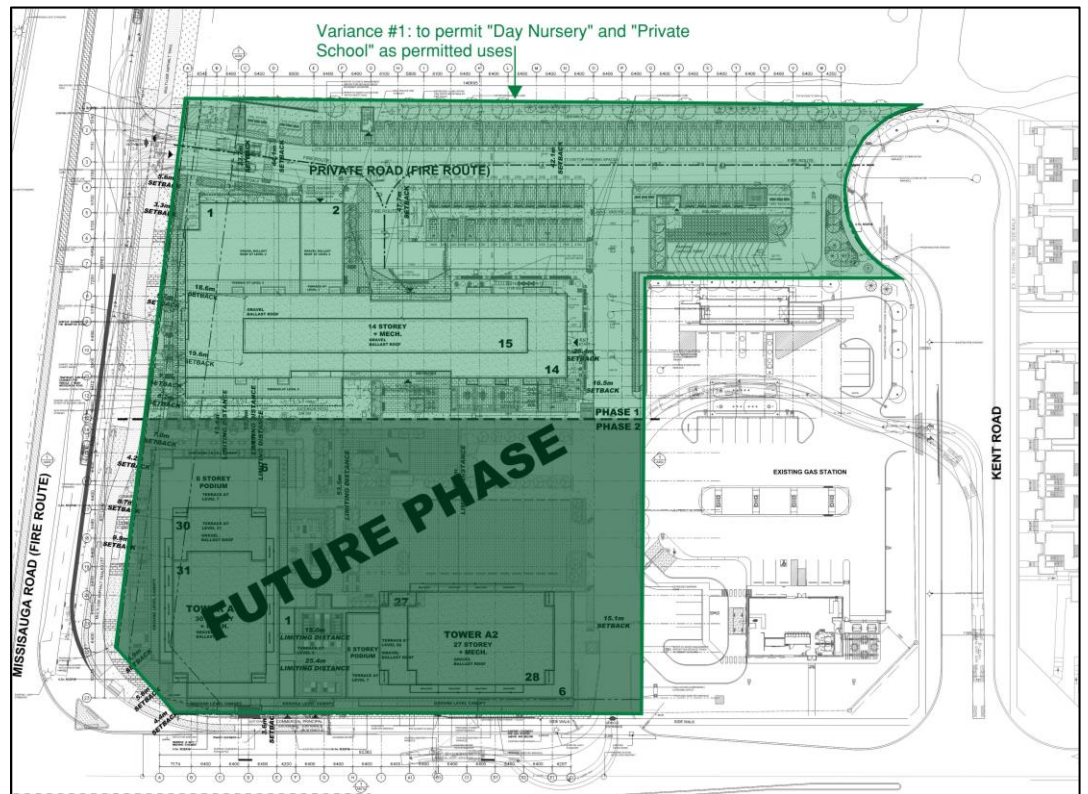
Figure 1: Subject Site

## DEVELOPMENT PROPOSAL SUMMARY

The proposed development contemplates a two-phase residential development that will connect with Sandalwood Parkway West, linking the existing urban fabric to the Heritage Heights community. Phase 1 (the **North Tower**) is a 14-storey high-rise rental building containing 298 purpose-built rental units with commercial uses at-grade, located on the north half of the Subject Site. Phase 2 (the **South Tower 1**) is a 30-storey high-rise residential building, and Phase 2 (the **South**

**Tower 2)** is a 27-storey high-rise residential building containing approximately 764 residential units connected by a podium, with commercial uses at-grade, located on the south half of the Subject Site. The proposed development will consist of approximately 1,062 residential units and 1,568 m<sup>2</sup> of commercial gross floor area. There is an existing gas station located on the south-east of the Subject Site that has been severed through Application B-2023-0005. As a result of changing market demands, the Client has updated the North Tower to bring forward a purpose-built rental building. In addition, Day Nursery and Private School are requested as a permitted uses on the Subject Site.

See **Figures 2, 3, 4 and 5** for requested variances.



*Figure 2: Site Plan, with Proposed Variance #1 – Day Nursery and Private School as Permitted Use*



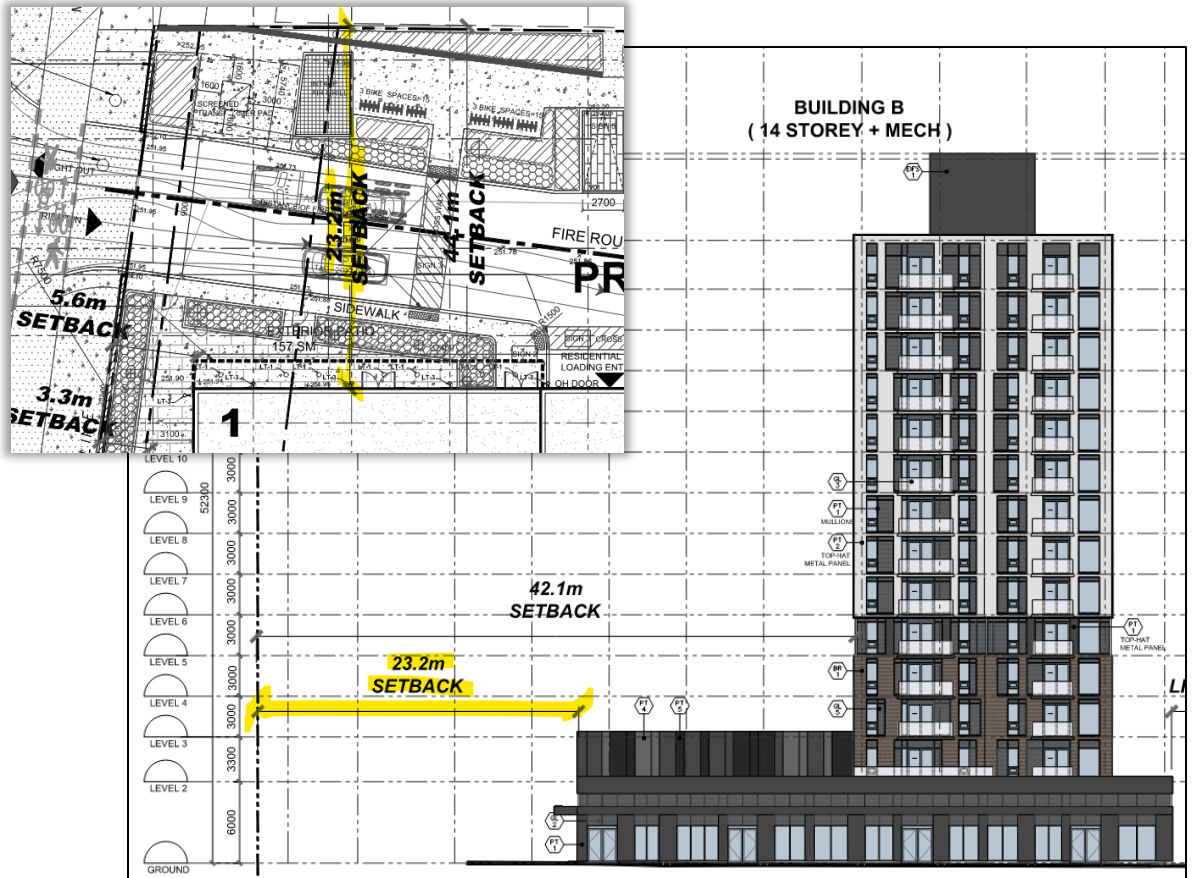


Figure 5: Elevation Plan – North Tower, West Elevation, with Proposed Variance #4 – minimum 23.2m north interior side yard setback for the first five storeys of the North Tower

## REQUESTED MINOR VARIANCE

### Variance #1: Non-residential Uses – Day Nursery and Private School

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit several additional non-residential uses (a commercial school, a community club, a retail establishment having no outside storage, a personal service shop, amongst others) only in conjunction with an apartment dwelling, and only on the ground floor of an apartment dwelling (as per provision (1) a. (2)).

A variance is being sought to the Zoning By-law to permit “Day Nursery” and “Private School”, as defined in Zoning By-law 270-2004, as permitted non-residential uses under provision (1) a. (2) only in conjunction with an apartment dwelling, and only on the ground floor of an apartment building on the Subject Site.

### Variance #2: Minimum Residential Parking Rate – Phase 1, The North Tower

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law 3689 amends the parent By-law to permit a minimum residential parking rate of 1.0 parking spaces per unit, and a minimum visitor

parking rate of 0.20 parking spaces per unit. A subsequent minor variance was approved on December 10, 2024, to permit a minimum residential parking rate of 0.8 parking spaces per unit.

As a result of changes to the proposed tenure of the North Tower from condominium to rental units, a variance is being sought as it relates to the minimum residential parking rate for Phase 1 (the North Tower) to permit 0.75 residential parking spaces per unit. To support the proposed reduction in residential parking supply for the North Tower, GHD has provided a parking justification letter analyzing the proposed reduced residential parking rate.

The rental parking demand survey conducted by GHD found that the average overnight resident parking utilization was approximately 0.60 spaces per unit and supports the proposed 0.75 residential parking spaces per unit rate for the Subject Site, noting that the previously approved 0.80 spaces per unit would exceed the average demand for parking observed in comparable Brampton rental developments. As the City of Mississauga is within the Region of Peel and is the only municipality in the GTA with parking provisions addressing rental apartment buildings in their Zoning By-law, GHD applied City of Mississauga rental parking rates against the previously completed proxy survey of the MontVert Condominium 400m east of the Subject Site to complement the rental data. The resulting adjusted residential parking rate was 0.63, consistent with the Brampton rental proxy survey. GHD's parking justification letter also reviews transit service, purpose-built rental parking characteristics, and economic and environmental implications of the proposed reduced residential parking rate. Notably, GHD notes that renters tend to prioritize housing affordability and transit access over car ownership, with renters generally having lower median household incomes and greater price-sensitivity to the cost of parking than homeowners.

***Variance #3: Minimum Building Setbacks – Front Yard Depth***

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit a minimum 6.0 metre front yard setback for any portions of the building above the 7<sup>th</sup> storey and including the 30<sup>th</sup> storey, as per provision 10 (a) (iii). To permit for viable, barrier-free two-bedroom units within Phase 1, the North Tower, a variance is requested to permit a minimum 5.7 metre front yard setback for any portions of the building above the 7<sup>th</sup> storey and including the 30<sup>th</sup> storey.

***Variance #4: Minimum Building Setbacks – North Interior Side Yard Width***

The Subject Site is subject to Zoning By-law 53-2023, a By-law that amends the Comprehensive Zoning By-law 270-2004, as amended. The site-specific By-law amends the parent By-law to permit a minimum 24.0 metre north interior side yard setback for the first five storeys of the building, as per provision 10 (b) (i). To reflect the updated building design and address pinch points in the setback, a variance is requested to permit a minimum 23.2 metre north interior side yard setback for the first five storeys of the building.

Based on the above, as well as the assessment of the proposed development against the Minor Variance Tests provided below, it is our opinion that the proposed variances are minor, appropriate,



and desirable, and conforms with the general intent of the City of Brampton Zoning By-law 270-2004 and City of Brampton Official Plan.

## FOUR TESTS FOR MINOR VARIANCE #1

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

### 1. Is the application minor?

The proposed variance for “Day Nursery” and “Private School” as permitted uses on the Subject Site is minor in nature as the site-specific By-law for the Subject Site already includes a variety of permitted non-residential uses, including “Commercial School”, “Community Club”, and “Retail establishment having no outside storage”. The provisions in the site-specific By-law that apply to the existing permitted non-residential uses will continue to apply to the proposed Day Nursery and Private School uses, including that it shall be permitted only on the ground floor of an apartment dwelling.

### 2. Is the variance desirable for the appropriate use of land, building, or structure?

The proposed variance for “Day Nursery” and “Private School” as permitted uses on the Subject Site is desirable as it provides an appropriate use for the proposed residential development, which will introduce approximately 1,062 residential units to the Subject Site, including approximately 415 two-bedroom units (approximately 41% of the total unit mix) and 13 three-bedroom units (approximately 1% of the total unit mix) in total.

The proposed “Day Nursery” and “Private School” uses are not anticipated to generate negative impacts on the day-to-day operations or management of the residential components of the proposed development, nor on the surrounding area. The proposed “Day Nursery” and “Private School” uses will contribute to the development of a vibrant mixed-use corridor along Mississauga Road by introducing an essential community-servicing use, while also supporting employment-generating activities. As such, the “Day Nursery” and “Private School” uses are considered compatible with the proposed and surrounding site context and aligns with the long-term vision for the Mount Pleasant Secondary Plan area.

### 3. Does the application conform to the general intent of the Zoning By-law?

The Subject Site is zoned as Residential Apartment 4 with site-specific By-law 3689 (approved on March 13, 2023), in the City of Brampton Zoning By-law 270-2004. The intent of R4A-3689 is to permit residential uses together with complementary non-residential uses on the ground floor of an apartment building, such as a commercial school or community club. These existing permissions are intended to support a complete, mixed-use residential development and to accommodate community service functions that are compatible with residential uses.

The City defines “School, Commercial, Technical or Recreational” as a “place where training in language skills, secretarial skills or other trade skills, or training in sports, dance or other recreational skills, is provided for compensation.” Furthermore, the City defines a “Community Club” as “a building or place operated by a social organization.”

The definition for “School, Commercial, Technical or Recreation” and “Community Club” are similar to the definitions a “Day Nursery” and “Private School”. The City’s Zoning By-law defines “Day Nursery” as “a day nursery within the meaning of the “Day Nurseries Act”. The Day Nurseries Act defines “Day Nursery” as “a facility that provides temporary care for more than five children who are not of common parentage, primarily for a continuous period not exceeding 24 hours. This includes children under ten years of age, except for those with developmental disabilities, who may be under eighteen.” The City’s Zoning By-law defines “Private School” (“School, Private”) as “a school that is not a public school that provides the same services as a public school”. The functions of the above non-residential uses permitted through site specific By-law 3689 are comparable to that of a “Day Nursery” and a “Private School”, as all involve instructional, recreational, and/or social programming provided by an organization for members of the public in an indoor setting. The proposed “Day Nursery” and “Private School” uses represent a similar non-residential use to those already permitted in site specific By-law 3689.

As noted in provision 16(a)(II) of site specific By-law 3689, gross floor area for non-residential uses are exempt from the calculation of any minimum parking space requirement. As such, the minimum parking requirement for the proposed “Day Nursery” and “Private School” uses is 0.0 (zero).

While “Day Nursery” and “Private School” are not explicitly listed as permitted uses, they are considered a compatible, ancillary use to the existing permitted non-residential uses through site-specific By-law 3689 that would be integrated and operated within the proposed development. The “Day Nursery” and/or “Private School” is intended serve residents of the proposed development and the surrounding area. Furthermore, the requested variance to add “Day Nursery” and “Private School” as permitted uses continues to support a complete, mixed-use residential development and conforms to the general intent of Zoning By-law 270-2004.

#### **4. Does the application conform to the general intent of the Official Plan?**

The proposed development supports the creation of healthy communities within the Urban System of the Region of Peel, as encouraged in the Region of Peel Official Plan (Policy 5.6.2, 5.6.3, 5.6.4), and introduces a non-residential use that helps to meet the needs of those living and working in the Urban System of the Region of Peel (Policy 5.6.9). The Subject Site is within the Designated Greenfield Area, where policy directs for intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan). The introduction of “Day Nursery” and “Private School” as permitted uses on the Subject Site conforms to the general intent of the ROP by introducing a non-residential use in a mixed-use area well-supported by transit infrastructure.

The City of Brampton Official Plan encourages Brampton to promote balanced land-use development that accommodates development around mobility hubs, and to create well-functioning communities that are pedestrian-friendly and transit-oriented, with a favourable pedestrian realm (Policy 2.4.3 (b), 4.11.3.4). The Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan, which is intended to

accommodate mixed-use developments that include a combination of commercial, residential, institutional, and other uses (Policy 5.2.1.1 of the Secondary Plan). The introduction of “Day Nursery” and “Private School” as permitted uses on the Subject Site conforms to the general intent of the OP and Secondary Plan by providing commercial uses at-grade that help to promote a vibrant, pedestrian-friendly public realm while allowing convenient access to community-servicing use for residents and surrounding community members (Policy 3.2.8.5 (viii)).

In our professional opinion, as outlined above, the proposed variance #1 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

## FOUR TESTS FOR MINOR VARIANCE #2

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

### 1. Is the application minor?

The proposed variance for relief from a reduced parking rate per unit is minor in nature as it recognizes the existing supporting transit-oriented infrastructure that allows the proposed rental development to utilize and would not result in any significant changes to the existing area.

The proposed variance for relief from the minimum residential parking rate requirement of 1.0 spaces per unit to 0.75 spaces per unit represents a minor adjustment reflecting current rental market conditions of reduced car usage. Further, the proposed residential parking rate reduction does not compromise rental residents' parking needs, as supported by GHD's parking justification letter.

As mentioned, a previous minor variance application (#A-2024-0433) was approved to permit a reduced residential parking rate from 1.0 per unit to 0.8 per unit. Based on the existing provisions in the R4A-3689 zone, the proposed rental development complies with the visitor parking provisions and all other provisions.

### 2. Is the variance desirable for the appropriate use of land, building, or structure?

The proposed variance for relief from the minimum residential parking requirement is appropriate and desirable given that the proposed rental development is supported by the Subject Site's proximity to existing transit-oriented infrastructure. The Subject Site is located approximately 400 metres from a Brampton Transit bus stop along Veterans Drive, with bus routes that connect to Mount Pleasant GO Station, which provides GO Rail and GO Bus Services travelling to Guelph, Georgetown, Toronto, Mississauga, and Kitchener.

Furthermore, GHD's parking justification letter provides a thorough analysis of rental building residential parking needs for developments comparable to that of the Subject Site, and concludes that the proposed 0.75 residential parking rate for the North Tower

would meet the needs of residents for the proposed rental building. As such, the requested variance is considered appropriate and desirable, promoting a compact and sustainable built form for the Subject Site that complements the surrounding area.

### 3. Does the application conform to the general intent of the Zoning By-law?

The intent of the minimum residential parking requirement in the City of Brampton Zoning By-law 270-2004 is to provide adequate but not excessive parking supply for developments, while encouraging a transit-supportive and pedestrian-friendly City. A required minimum residential parking rate of 0.75 spaces per unit for the North Tower on the Subject Site conforms to the general intent of the City of Brampton Zoning By-law through:

- **Providing an adequate level of residential parking:**

As demonstrated in GHD's parking justification letter, the proposed variance would not compromise the parking needs of residents. The existing 0.80 residential parking rate for the North Tower would provide an excess of parking for the predicted demand. In addition, the minimum residential parking requirement for the South Tower remains at 0.80 spaces per unit, and the visitor parking requirement for both towers remains at 0.20 spaces per unit, ensuring that condominium residential parking needs and short-term parking needs are still met. As such, the requested residential parking variance maintains the general intent and purpose of Zoning By-law 270-2004 by ensuring that the Subject Site is developed in a manner that complements the surrounding area and aligns with the City's broader planning objectives.

We further note that the recently Council-adopted Comprehensive By-law 14-2026 (adopted February 6, 2026) permits a minimum of 0.75 parking spaces per residential dwelling unit for Apartment Dwellings in the PRA 2 Zone.

### 4. Does the application conform to the general intent of the Official Plan?

The Subject Site is within the Designated Greenfield Area of the Urban System in the Region of Peel Official Plan (Adopted by Council April 28, 2022, June 2025 Office Consolidation) and designated as Residential in the City of Brampton 2006 Official Plan (Approved by the OMB on October 7, 2008; September 2020 Office Consolidation). The intent of the Residential designation in the Official Plan is to provide a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. The City is also encouraging the rehabilitation and provision of rental housing to support the forecasted population and housing growth to 2031. A reduced residential parking rate of 0.75 spaces per unit for the North Tower on the Subject Site conforms to the general intent of the City of Brampton Official Plan through:

- **Supporting Brampton's Transit-Supportive And Pedestrian-Friendly City:**

The Subject Site is approximately 400 metres from a Brampton Transit stop at Veterans Drive, which provides direct access to Mount Pleasant GO Station. As such, the reduced parking rate of 0.75 per unit for the North Tower is supported

by a transit-supportive, pedestrian-friendly environment that provides residents with active transportation options along an identified Corridor (Policy 2.2.5.10). Furthermore, the Mount Pleasant Secondary Plan is designed as a sustainable, walkable, and transit-friendly environment, prioritizing transit-oriented development. Veterans Drive, the north-south road that runs centrally through the Secondary Plan Area, includes transit-supportive design that minimizes vehicular traffic and prioritizes public transit (Policy 1 (i)). The Secondary Plan area is further supported by an extensive trail and pathway network that is integrated with the open space system and road network linking key destinations such as parks, schools, and transit stops. The proposed development is thus supported by existing and planned transit infrastructure, with the proposed 0.75 residential parking rate for the North Tower balancing the needs of renters with sustainable development principles.

- **Supporting the Creation of Complete Communities and Transit-Oriented Development:**

The proposed development supports the creation of complete communities through the introduction of commercial uses at-grade in the North Tower, as encouraged in the Region of Peel Official Plan. The proposed development conforms to the general objectives of the Urban System, providing a higher density and desirable compact built form that is transit-supportive (Policy 5.6.3, 5.6.4, 5.6.15 (b), (c) of the Region of Peel Official Plan). The Subject Site is within the Designated Greenfield Area, where policy directs for intensification and the planning of complete communities that are compact and transit-oriented (Policy 5.4.8, 5.6.17.6, 5.6.17.9 of the Region of Peel Official Plan). The Subject Site fronts Mississauga Road, classified as a Major Road on Schedule F-2 – Major Road Network. The proposed development is transit-supportive, providing access to several existing, planned, and future bus routes within a 500-metre radius of the Subject Site, including two existing bus routes that travel to Mount Pleasant GO Station, a key transit hub in the City of Brampton.

The City of Brampton Official Plan encourages Brampton to promote balanced land-use development that accommodates development around mobility hubs, and to create well-functioning communities that are pedestrian-friendly and transit-oriented, with a favourable pedestrian realm (Policy 2.4.3 (b), 4.11.3.4). The proposed development includes commercial uses at-grade within the North Tower and provides primarily below-grade parking, promoting a vibrant and accessible pedestrian-friendly public realm while allowing convenient access for employees, visitors, and residents (Policy 3.2.8.5 (viii)). The parking garage entrance is located off the shared driveway with the adjacent gas station to minimize disturbance to residents, visitors, and commercial users. Surface parking is located internal to the Subject Site and is visually screened by either a vegetated buffer or the proposed buildings (Policy 3.2.8.5 (viii)).

The proposed development includes residential (condominium and rental) and commercial uses, and is located near existing and planned public transportation, achieving a transit-supportive compact built form and contributing to the building of complete communities.

- **Providing a Mix of Housing Tenures and Uses that are Transit-Supported:**

The proposed development will support aging in place, transit and active transportation, reduced automobile dependency, current and future commercial uses, as well as use of public service facilities in the near and broader area (Policy 3.2.8.5 (vii) of the OP, Policy 4.3 (iii) of the SP). As mentioned, the Subject Site is located in close proximity to several existing, planned, and future bus routes that connect to Mount Pleasant GO station, encouraging the use of public transit.

The Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan and designated as High Density Residential. The Mount Pleasant Secondary Plan represents one of the most unique development projects in the City of Brampton, with policy that supports compact development and healthy active lifestyles. The proposed development provides a desirable mix of housing tenures and commercial uses that contributes to the realization of the Secondary Plan area as a complete community (Policy 4.3 (i), (ii) and 5.2.1.1 of the SP).

The Subject Site is located adjacent to a neighbourhood commercial plaza with a variety of uses, including banks, a grocery store and dentist offices. To the southeast of the Subject Site is a Catholic elementary school with a daycare, with other elementary schools in proximity of the Subject Site. Future residents of the proposed development will be able to utilize these commercial, institutional, and community uses within walking and transit distance (Policy 3.2.8.5 (iv)).

- **Utilizing Planned Higher Order Transit:**

In addition to the existing proximity to transit systems, future rapid transit is planned along Mississauga Road, at the intersection of Sandalwood Parkway West and Mississauga Road, per Schedule C – Transit Network of the OP. As mentioned in Section 4.5.4 – Public Transit of the OP, the City recognizes that a key component of achieving enhanced transit service is developing a strong rapid transit network.

The OP also notes in Section 3.2 that a sustainable city structure should include maintaining stable residential neighbourhoods so that residents can access existing services and infrastructure, such as transit, schools, and open space. Specifically, the existing and proposed road, pedestrian and cycling networks will support convenient and safe mobility for future residents, as encouraged through Policy 3.2.8.5 of the OP.

Furthermore, the proposed Heritage Heights Transportation Master Plan, located across the Subject Site along Mississauga Road, is considering improved transit options along Mississauga Road that will improve transit access to and from the Subject Site.

The proposed development will utilize planned higher order transit, encouraging walkability and use of sustainable modes of transportation.

- **Meeting Affordable Rental and Affordable Ownership Housing Objectives:**

The ROP provides direction on the provision of housing to meet the full range of needs in Peel, including increasing the supply of affordable rental housing. The Peel Housing Needs Assessment (2018) and the Housing Strategy (2018) found that 50% of all new housing the Region should be medium or high-density and 25% of all new housing in the Region should be rental in order to meet housing needs of the population. As Tower B is now proposed to be rental, the proposed development supports the availability of housing for a range of household types and incomes that meets the local housing needs, including renters (Policy 5.9.2, 5.9.3, 5.9.7). The proposed development is a higher-density mixed-use development with both condominium and rental tenure options that will accommodate population growth, contribute to the inventory of land available for mixed-use development, and provide residential intensification in an area supported by existing community services and transportation infrastructure.

In our professional opinion, as outlined above, the proposed variance #2 satisfies the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

## FOUR TESTS FOR MINOR VARIANCE #3 AND #4

Section 45(1) of the *Planning Act*, as amended, identifies the four tests which must be satisfied for the Committee to approve this application. The four tests will be applied together to minor variance #3 and #4 as both are requested setbacks that apply to Phase 1, the North Tower.

1. **Is the application minor?**

The requested variances to the front yard depth and north interior side yard represent minor design refinements that help to achieve barrier-free two-bedroom units within the North Tower and address pinch points in setbacks due to refinements in the building design. These refinements ensure that the building can meet accessibility and overall design objectives without altering the overall height of the building or the functional relationship of the building to the public realm. The proposed built form continues to maintain appropriate separation, access, and streetscape conditions. As such, the requested variances are considered minor in nature.

2. **Is the variance desirable for the appropriate use of land, building, or structure?**

The requested variances to permit for a minimum front yard depth of 5.7 metres and a minimum north interior side yard width of 23.2 metres allows for a built form that represents the highest and best use of the land and meets transit-supportive development goals and implements the planned City structure. The requested variances allow the building to be efficiently configured while still delivering high-quality residential units, active at-grade uses, and a strong interface with Mississauga Road. The public realm, neighbouring uses, and emergency accesses will not be negatively impacted. Intentional building design has been implemented, including indoor/outdoor amenities, at-grade retail, and comfortable mid-block courtyard connections to continue to facilitate movement and visibility through the Subject Site, while respecting compatibility to neighbouring buildings and promoting an active street front along Mississauga Road.

### **3. Does the application conform to the general intent of the Zoning By-law?**

The City of Brampton Zoning By-law 270-2004 establishes performance standards that ensure buildings are appropriately sited, provide adequate separation between structures, support a safe and attractive public realm, and maintain compatibility with surrounding development. The requested variances to the minimum front yard depth and north interior side yard width continue to meet these objectives.

The proposed front yard depth of 5.7 metres maintains a strong, pedestrian-oriented interface along Mississauga Road, preserves adequate space for landscaping and circulation, and supports an active streetscape consistent with the intent of the City's urban design and intensification policies. Similarly, the proposed north interior side yard width of 23.2 metres continues to provide sufficient building separation, while maintaining functional space for servicing, emergency access, and circulation.

In addition, the proposed variances represent modest refinements that do not significantly alter the overall massing, height, or building envelope envisioned through the site-specific zoning. As such, the proposed variances conform to the general intent of Zoning By-law 270-2004 by ensuring that the Subject Site is developed in a manner that complements the surrounding area and aligns with the City's broader planning objectives.

### **4. Does the application conform to the general intent of the Official Plan?**

As understood through Section 2.2.7 of the Official Plan ("Neighborhoods"), a primary objective of the Official Plan is developing or transitioning residential communities towards 15-minute neighbourhood concepts that feature a variety of community amenities, jobs, and local commercial uses, within walkable distance (10-15 minutes) to residents. The requested variances help facilitate affordable housing options that help to meet the City's objective of delivering 25% of all new housing as rental tenure (Section 3.3). The proposed development represents a compact built form within the built-up area on an under-utilized site, delivering an opportunity for intensification (Policy 2.2.7.3 (h)). The proposed development maintains a high-quality public realm with mid-block connections that enhance the pedestrian experience (Policy 2.2.5.7) and reinforces the site's role within a transit-supportive Corridor, supporting access to and use of the City's transit network (Map 1A, Policy 2.2.5.6). The proposed development integrates thoughtfully with the surrounding community through the use of setbacks, setbacks at

the first and third storey, and landscaping along the northern edge of the Subject Site (Policy 3.1.1.53).

As previously mentioned, the Subject Site is located within a mixed-use node of the Mount Pleasant Secondary Plan and designated as High Density Residential. The Mount Pleasant Secondary Plan represents one of the most unique development projects in the City of Brampton, with policy that supports compact development and healthy active lifestyles. The proposed development provides a desirable mix of housing tenures and commercial uses that contributes to the realization of the Secondary Plan area as a complete community (Policy 4.3 (i), (ii) and 5.2.1.1 of the SP).

As such, the proposed variances conform to the general intent of the Official Plan.

In our professional opinion, as outlined above, the proposed variances #3 and #4 satisfy the four tests under Section 45(1) of the *Planning Act*, which states that the variances are (1) to be minor in nature, (2) desirable for the appropriate development or use of the land, (3) maintains the general intent and purpose of the Zoning By-law and (4) maintains the general intent and purpose of the Official Plan.

## SUBMISSION MATERIALS

In support of this Minor Variance Application, please find enclosed the following revised materials:

1. Revised Cover Letter, prepared by WSP, dated March 11, 2026; and,
2. Revised Site Plan CoA Mark-up of Variances, prepared by CORE Architects and annotated by WSP, dated November 27, 2025.

We look forward to working with the Committee of Adjustment and City Staff in processing the subject application. Should you have any questions or require further copies of the items listed above, please contact the undersigned at 416-342-2800 or by email at [Jane.Law@wsp.com](mailto:Jane.Law@wsp.com).

Yours sincerely,



**Jane Law, MCIP, RPP**

Project Planner, Urban and Community Planning – Ontario

Strategic Advisory & Planning, Transportation & Infrastructure

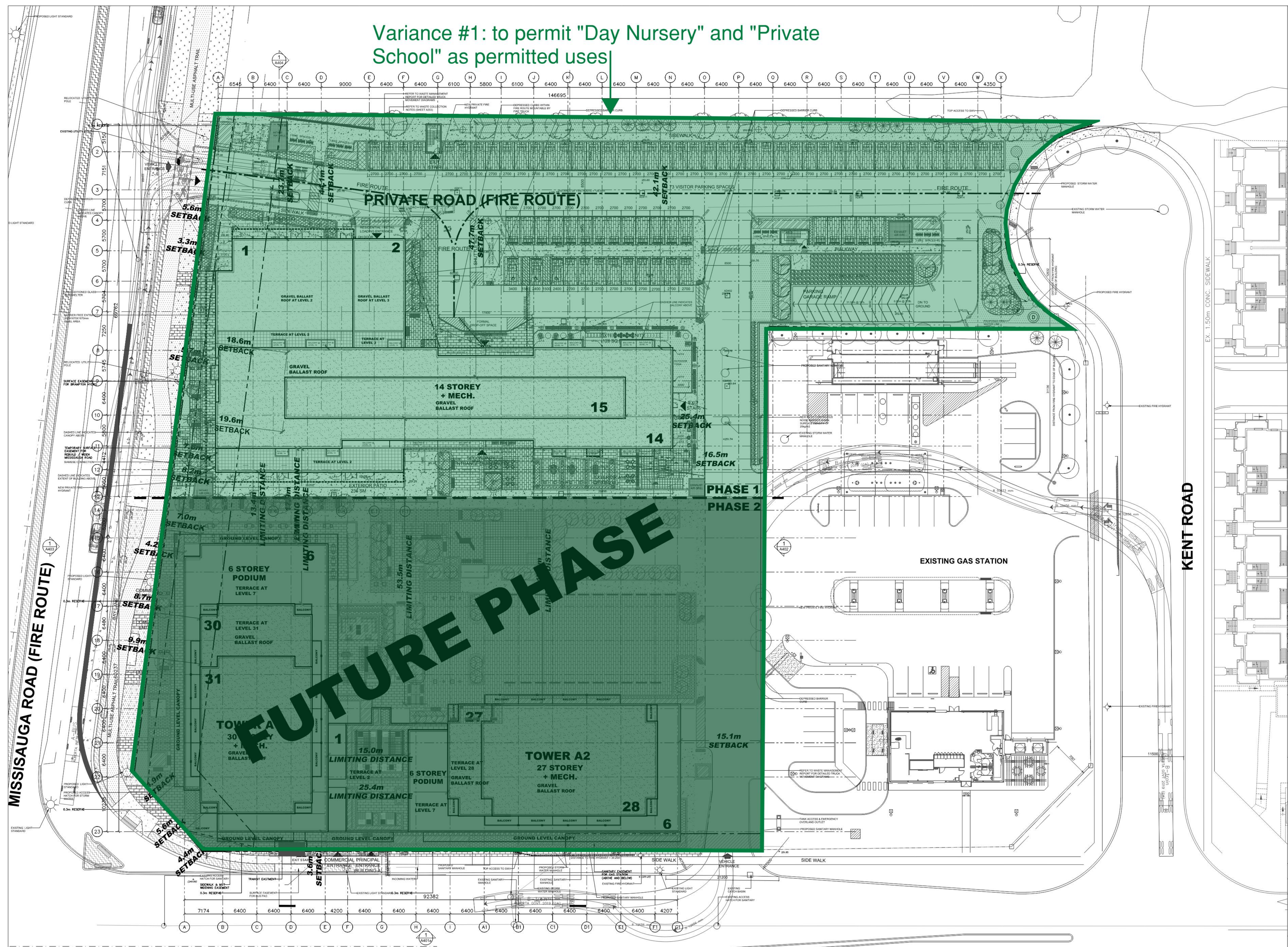
WSP Canada Inc.

Variance #1: to permit "Day Nursery" and "Private School" as permitted uses

FOR ALL SIGNAGE AND PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLAN.

Parking Statistics

Phase 1	Total	Ratio
Res. Units	298	
Parking Residential Min.	185	0.62
Visitor Min.	60	0.20



KENT ROAD

MISSISSAUGA ROAD (FIRE ROUTE)

FUTURE PHASE

No. Revisions

No.	Revisions	Date
9	ISSUED FOR SPA	27 NOV 2025
8	ISSUED FOR SPA	28 FEB 2025
7	ISSUED FOR SPA	09 AUG 2024
6	ISSUED FOR SPA	01 MAR 2024
5	ISSUED FOR SPA	12 SEP 2023
4	ISSUED FOR SPA	02 JUN 2023
3	ISSUED FOR SPA	16 DEC 2022
2	ISSUED FOR SPA COORDINATION	03 AUG 2022
1	ISSUED FOR OPA & ZBA Site Concept	18 NOV 2021

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.



M3 - RENTAL - PHASE 1  
20, 30, 40 KENT ROAD  
BRAMPTON, ONTARIO, L7A 4S6  
CITY FILE NUMBER: SPA-2022-0225



Drawn ST, IT	Scale 1:300
Checked BL	Date 27 NOV 2025

Title  
SITE PLAN





### 3. Minimum Front Yard Setback, 7<sup>th</sup> storey to 30<sup>th</sup> storey

Existing: 6.0m

Proposed: 5.7m

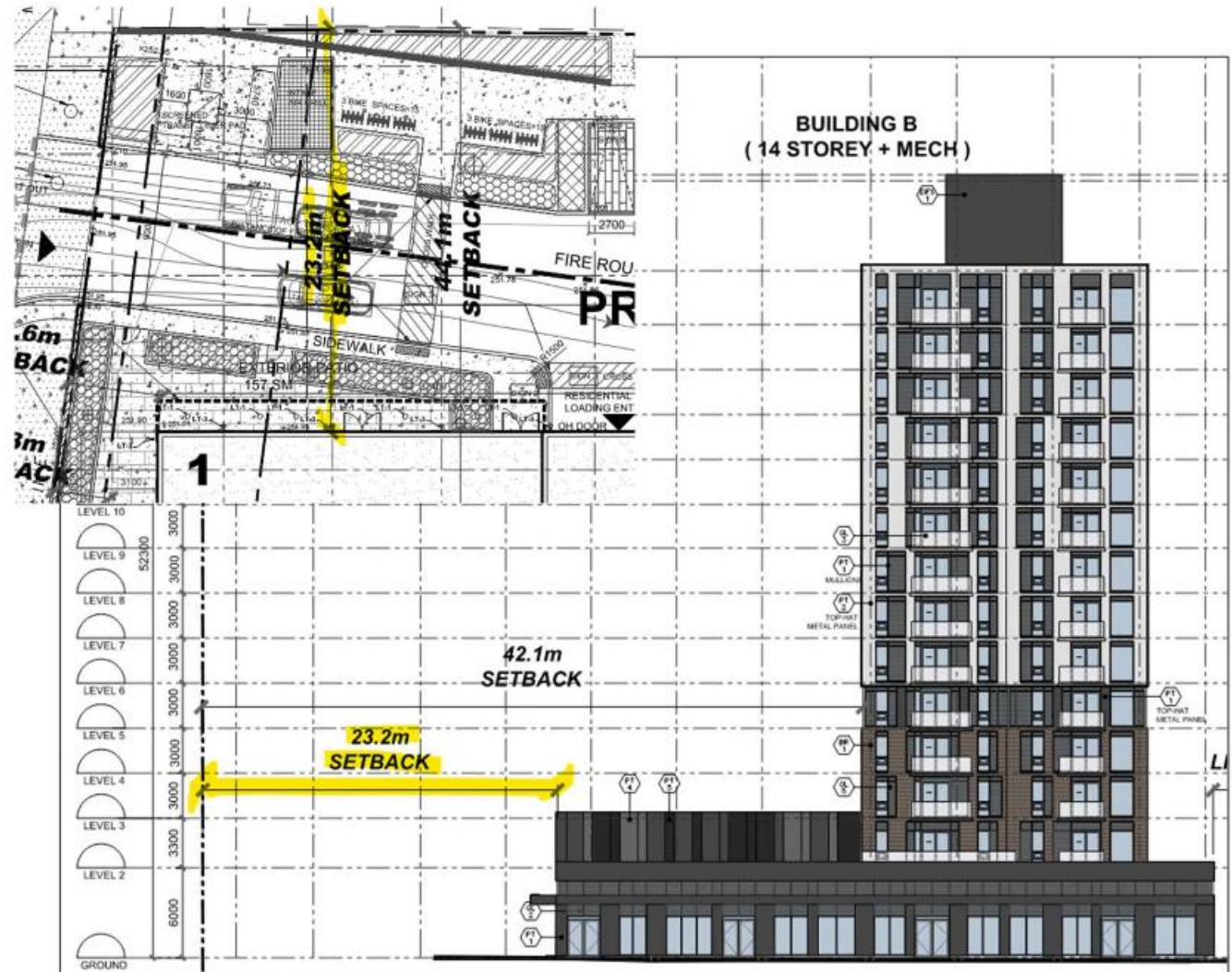




#### 4. Minimum North Interior Side Yard Setback, First 5 Storeys, North Tower

Existing: 24.0m

Proposed: 23.2m



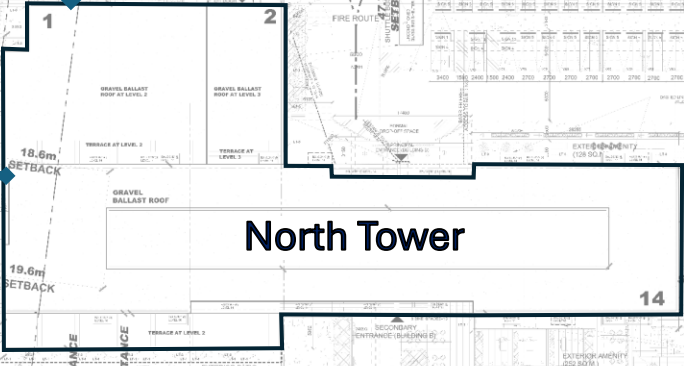
**PHASE 1**

#4

#2

Phase 1 parking

#3



North Tower

#1

**Variance #1**  
 Permit uses:  
 Day Nursery,  
 Private School,  
 and Child Care  
 Centre

**Variance #2**  
 Permit residential  
 parking at a rate of  
 0.75 spaces per  
 dwelling.

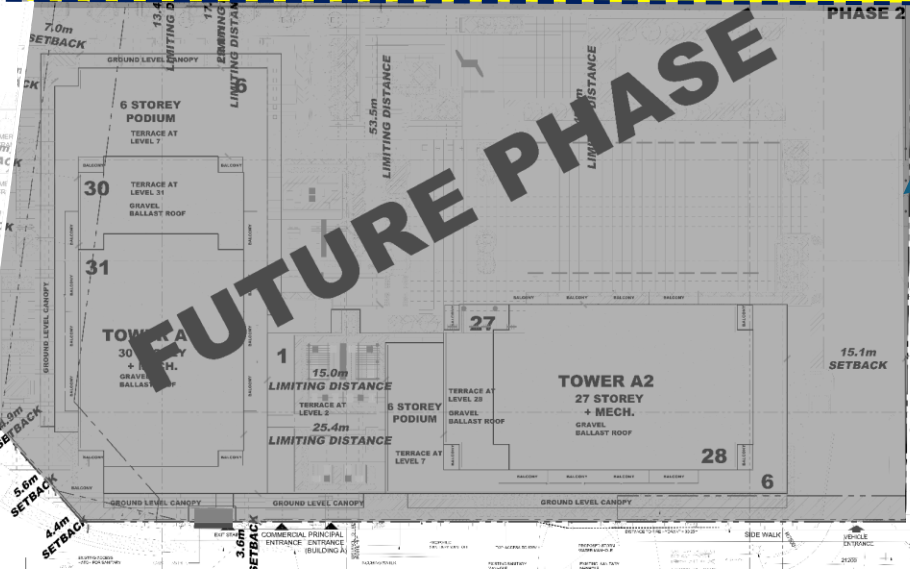
**Variance #3**  
 Permit 5.7m front  
 yard setback  
 (above 7<sup>th</sup> storey)

**Variance #4**  
 Permit 23.2m  
 north interior side  
 yard setback  
 (storeys 1-5)

**PHASE 2**

**FUTURE PHASE**

MISSISSAUGA ROAD (FIRE ROUTE)



# Zoning Non-compliance Checklist

File No.  
A-2025-0108

Applicant: Primont Properties 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			
BUILDING 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
COVERAGE			
BELOW GRADE ENTRANCE			
ACCESSORY STRUCTURE SETBACKS			
ACCESSORY STRUCTURE SIZE / HEIGHT			
MULTIPLE ACCESSORY STRUCTURES			
DRIVEWAY WIDTH			
LANDSCAPED OPEN SPACE			
ENCROACHMENTS			
PARKING	To permit each dwelling unit in an apartment and multiple residential dwellings a minimum required parking shall be 0.62 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)
SCHEDULE "C"			

Reviewed by Zoning \_\_\_\_\_

Date \_\_\_\_\_