



APPLICATION FOR MINOR VARIANCE

WHEREAS an application for minor variance has been made by **DANIELS CHOICE MOUNT PLEASANT CORPORATION** under Section 45 of the Planning Act, (R.S.O. 1990 c.P.13) for relief from **By-law 270-2004**;

AND WHEREAS the property involved in this application is described as Block 4, Plan 43M-1927 municipally known as **10, 20, 30 AND 40 LAGERFELD DRIVE**, Brampton;

AND WHEREAS the applicant is requesting the following variance(s):

1. To permit 480 parking spaces (413 residential + 67 visitor) whereas the by-law requires a minimum of 488 parking spaces (421 residential + 67 visitor).

OTHER PLANNING APPLICATIONS:

The land which is subject of this application is the subject of an application under the Planning Act for:

Plan of Subdivision: NO
Application for Consent: NO

File Number: _____
File Number: _____

The Committee of Adjustment has appointed **TUESDAY, March 30, 2021 at 9:00 A.M.** by electronic meeting broadcast from the Council Chambers, 4th Floor, City Hall, 2 Wellington Street West, Brampton, for the purpose of hearing all parties interested in supporting or opposing these applications.

This notice is sent to you because you are either the applicant, a representative/agent of the applicant, a person having an interest in the property or an owner of a neighbouring property. **OWNERS ARE REQUESTED TO ENSURE THAT THEIR TENANTS ARE NOTIFIED OF THIS APPLICATION. THIS NOTICE IS TO BE POSTED BY THE OWNER OF ANY LAND THAT CONTAINS SEVEN OR MORE RESIDENTIAL UNITS IN A LOCATION THAT IS VISIBLE TO ALL OF THE RESIDENTS.** If you are not the applicant and you do not participate in the hearing, the Committee may proceed in your absence, and you will not be entitled to any further notice in the proceedings. **WRITTEN SUBMISSIONS MAY BE SENT TO THE SECRETARY-TREASURER AT THE ADDRESS OR FAX NUMBER LISTED BELOW.**

IF YOU WISH TO BE NOTIFIED OF THE DECISION OF THE COMMITTEE OF ADJUSTMENT IN RESPECT OF THIS APPLICATION, YOU MUST SUBMIT A WRITTEN REQUEST TO THE COMMITTEE OF ADJUSTMENT. This will also entitle you to be advised of a Local Planning Appeal Tribunal hearing. Even if you are the successful party, you should request a copy of the decision since the Committee of Adjustment decision may be appealed to the Local Planning Appeal Tribunal by the applicant or another member of the public.

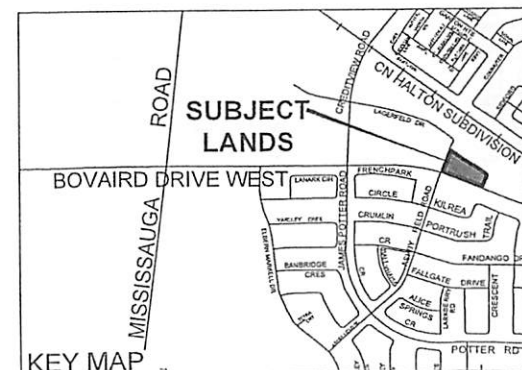
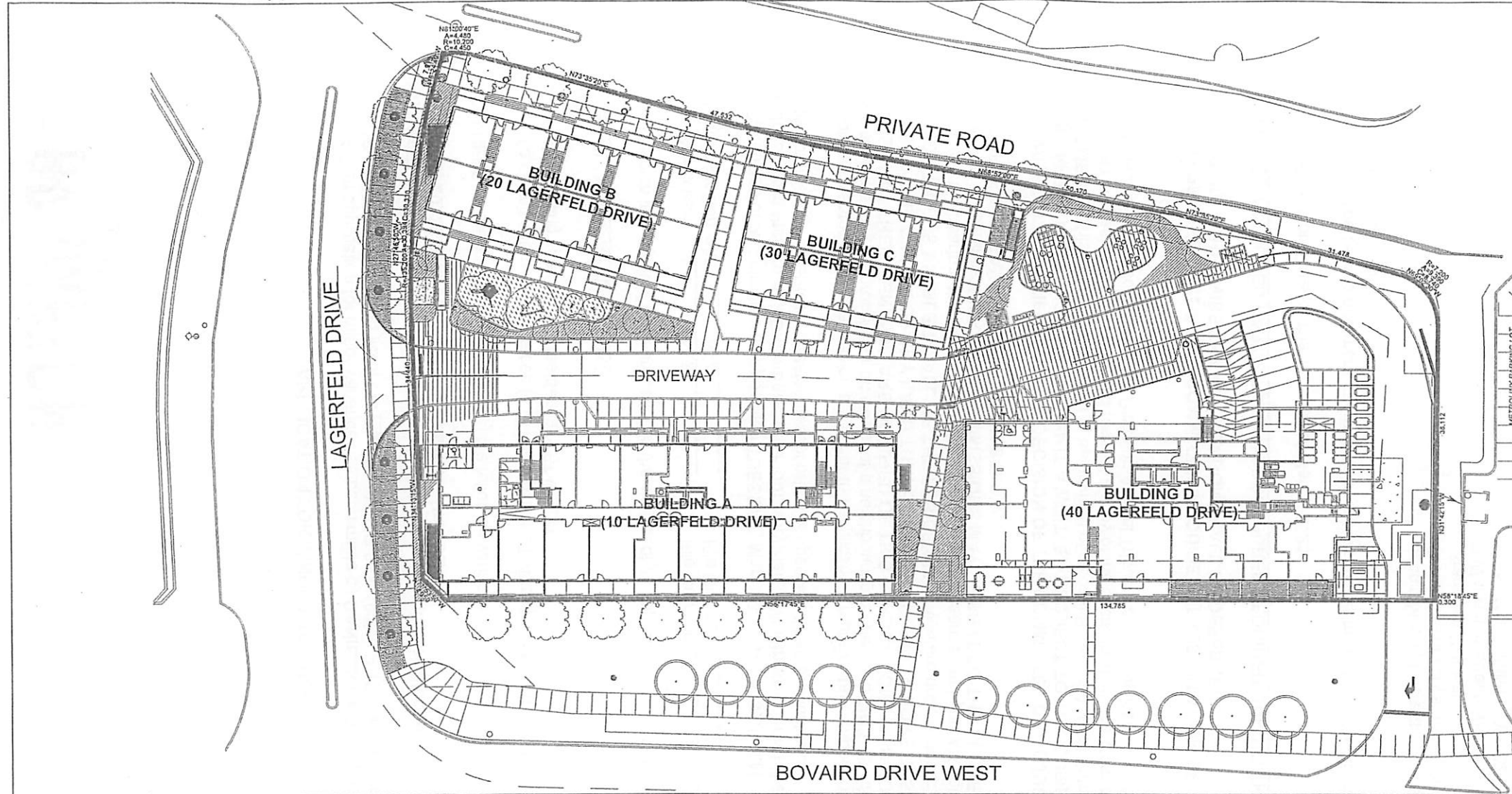
RULES OF PROCEDURE OF THIS COMMITTEE REQUIRE REPRESENTATION OF THE APPLICATION AT THE HEARING, OTHERWISE THE APPLICATION SHALL BE DEFERRED.

PLEASE SEE ATTACHED PARTICIPATION PROCEDURES REQUIRED DURING THE COVID-19 PANDEMIC

DATED at Brampton Ontario, this 18th day of March, 2021.

Comments may be sent to and more information about this matter may be obtained between 8:30 a.m. to 4:30 p.m. Monday - Friday from:

Jeanie Myers, Secretary-Treasurer
Committee of Adjustment, City Clerk's Office,
Brampton City Hall
2 Wellington Street West,
Brampton, Ontario L6Y 4R2
Phone: (905)874-2117
Fax: (905)874-2119
jeanie.myers@brampton.ca



**COMMITTEE OF ADJUSTMENT
MINOR VARIANCE SKETCH PLAN
DANIELS CHOICE MOUNT
PLEASANT CORPORATION
10, 20, 30, & 40 LAGERFELD DRIVE**

BLOCK 4, PLAN 43M-1927
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

Subject Lands - 0.83ha (2.05ac)

REQUIRED VARIANCE:

TO PERMIT A RESIDENT PARKING RATE OF 0.85 SPACES PER UNIT FOR 1-BEDROOM UNITS, WHEREAS THE SITE SPECIFIC ZONING BY-LAW PERMITS A PARKING RATE OF 0.9 SPACES PER UNIT FOR 1-BEDROOM UNITS.



SCALE 1:750
FEBRUARY 18, 202

GSAI
Glen Schnarr & Associates Inc

Under the authority of the *Emergency Management and Civil Protection Act* and the *Municipal Act, 2001*, City Council approved Committee Meetings to be held electronically during the COVID-19 Emergency

Electronic Hearing Procedures
How to get involved in the Virtual Hearing

Brampton City Hall is temporarily closed to help stop the spread of COVID-19. In-person Committee of Adjustment Hearings have been cancelled since mid-March 2020. Brampton City Council and some of its Committees are now meeting electronically during the Emergency. The Committee of Adjustment will conduct its meeting electronically until further notice.

How to Participate in the Hearing:

- All written comments (by mail or email) must be received by the Secretary-Treasurer no later than **4:30 pm, Thursday, March 25, 2021**.
- Advance registration for applicants, agents and other interested persons is required to participate in the electronic hearing using a computer, smartphone or tablet by emailing the Secretary-Treasurer at cityclerksoffice@brampton.ca or jeanie.myers@brampton.ca by **4:30 pm Thursday, March 25, 2021**.
 - Persons without access to a computer, smartphone or tablet can participate in a meeting via telephone. You can register by calling 905-874-2117 and leave a message with your name, phone number and the application you wish to speak to by **Friday, March 26, 2021**. City staff will contact you and provide you with further details.
- All Hearings will be livestreamed on the City of Brampton YouTube account at:
<https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or
<http://video.isilive.ca/brampton/live.html>.

If holding an electronic rather than an oral hearing is likely to cause a party significant prejudice a written request may be made to have the Committee consider holding an oral hearing on an application at some future date. The request must include your name, address, contact information, and the reasons for prejudice and must be received no later than 4:30 pm the Friday prior to the hearing to cityclerksoffice@brampton.ca or jeanie.myers@brampton.ca. If a party does not submit a request and does not participate in the hearing, the Committee may proceed without a party's participation and the party will not be entitled to any further notice regarding the proceeding.

NOTE Personal information as defined in the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, collected and recorded or submitted in writing or electronically as related to this planning application is collected under the authority of the *Planning Act*, and will be used by members of the Committee and City of Brampton staff in their review of this matter. Please be advised that your submissions will be part of the public record and will be made available to the public, including posting on the City's website, www.brampton.ca. By providing your information, you acknowledge that all personal information such as the telephone numbers, email addresses and signatures of individuals will be redacted by the Secretary-Treasurer on the on-line posting only. Questions regarding the collection, use and disclosure of personal information may be directed to the Secretary-Treasurer at 905-874-2117.



March 2, 2021

Our File: 776-007

City of Brampton
Committee of Adjustment
2 Wellington Street West
Brampton, ON
L6Y 4R2

Attention: Jeanie Myers, Legislative Coordinator and Secretary-Treasurer

**Re: Application for Minor Variance
Daniels Choice Mount Pleasant Corporation
10, 20, 30 & 40 Lagerfeld Drive
Block 4, Plan 43M-1927
City of Brampton**

A-2021-0043

Glen Schnarr & Associates Inc. ("GSAI") is the planning consultant for Daniels Choice Mount Pleasant Corporation who are the owners of the above-noted property. We are pleased to submit a Minor Variance application in support of the proposed development. Site Plan Approval was obtained in January 2021 for the subject property as per City File SP18-002.00.

The subject property is municipally addressed as 10, 20, 30 and 40 Lagerfeld Drive in the City of Brampton and is legally described as Block 4, Plan 43M-1927. The site is located on the northeast corner of Bovaird Drive West and Lagerfeld Drive. The property is a total of 0.83 ha (2.05 ac) in size and is currently under construction. The subject property has a frontage of approximately 134m (439.6 ft) on Bovaird Drive West and approximately 72 m (236.2 ft) on Lagerfeld Drive. Adjacent land uses include a commercial plaza and residential uses to the south on the opposite side of Bovaird Drive West, a parking and bus terminal area associated with the Mount Pleasant GO Train Station to the north and east, and vacant lands intended for future mixed use development to the west.

The subject property is designated "Residential" in *Schedule A – General Land Use Designations* of the City of Brampton Official Plan which permits a full range of residential uses and complementary uses such as commercial uses. The subject property is further designated "Communities" and identified within a "Gateway Mobility Hub" in *Schedule 1 - City Concept* of the Official Plan. *Schedule 1 – City Concept* further identifies Bovaird Drive West as a "Primary Intensification Corridor".

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The subject property is designated “Mixed Use Node” in *Schedule SP 44(a) –Land Use Plan* of the Fletchers Meadow Secondary Plan (SPA44). *Schedule SP 44(a)* also identifies the area surrounding the Mount Pleasant GO Train Station adjacent to the subject property as “GO Transit Special Policy Area 1” which overlaps with the boundaries for the subject property. The property is further subject to the Fletcher’s Meadow Block Plan Sub-Area 44-1 (Mount Pleasant Village Block Plan Area 44-1), which similarly designates the property for “Mixed Use”.

Within Zoning By-law 270-2004, the subject property is zoned *Residential Apartment A – Section 3527 (R4A-3527)*, which permits residential apartments as well as institutional uses and mixed-use development. Mixed-use development, according to the provisions of *R4A-3527*, permits ground floor non-residential uses including a range of commercial and institutional uses within a residential apartment building. The subject property forms part of an area bounded by Lagerfeld Drive to the north, Bovaird Drive West to the south, the Natural Heritage System area to the west (adjacent to Mississauga Road) and the Mount Pleasant GO Train Station to the east that was subject to an Ontario Municipal Board decision, dated July 10, 2017 (OMB Case No. PL160478 and PL160479). This OMB decision established the above noted site-specific zoning provisions for the property.

THE PROPOSED DEVELOPMENT

The proposed development consists of two apartment buildings (one 26-storey rental and one 6 storey condominium) located along Bovaird Drive West and two stacked townhouse blocks located interior to the site which overall generates a total of 430 residential units. The 26-storey rental apartment building is located on the east portion of the subject property, adjacent to the GO Train Station.

The subject property has two accesses on Lagerfeld Drive and Bovaird Drive West via a private road which separates the proposed apartment buildings and townhouse blocks. A network of pedestrian walkways is provided within the site to ensure convenient pedestrian connectivity between buildings and access to the broader area and GO transit station. A total of 480 parking spaces are proposed including 413 residential parking spaces and 67 visitor parking spaces. Of the residential parking spaces, 20 are accessible parking spaces. Of the visitor parking a total of four accessible parking spaces are provided. A total of three below grade parking levels are proposed to accommodate all of the required parking spaces. A limited number of short-term visitor parking are provided at grade. In addition, 236 bicycle parking spaces are proposed for the entire site.

A utility encroachment was identified along the southern property line of Block 4 during the Site Plan application process (SP18-002.00) once shoring and excavation began. A Minor Variance is required to permit a reduction in parking below the minimum requirements provided in the Zoning By-law as a result of changes to the underground garage to accommodate the identified utility encroachment. The following table outlines the existing and proposed parking provisions:



Required Parking as per Zoning By-law 270-2004		Proposed Parking as per Requested Variance	
Required Rate	Required Parking	Proposed Rate	Proposed Parking
0.9 (1-bed)	213	0.85 (1-bed)	202
1.0 (2-bed)	203	1.0 (2-bed)	203
1.2 (3-bed)	5	1.2 (3-bed)	5
0.15 (visitor)	67	0.15 (visitor)	67
TOTAL	488	TOTAL	477 (note 480 is proposed)

As shown above, only the parking rate for 1-bedroom units is proposed to be amended. A Parking Justification Letter prepared by LEA Consulting Ltd. is enclosed in support of the proposed reduction in parking. The Letter determined that the proposed reduction in parking is adequate to support resident needs and will better support City and Provincial objectives for transit-oriented development.

THE PROPOSED VARIANCE

Through the review of Site Plan application SP18-002.00, the following variance was identified by City Staff as required in order to permit the proposed development:

1. To permit a resident parking rate of 0.85 spaces per unit for 1-bedroom units, whereas the site specific zoning by-law permits a parking rate of 0.9 spaces per unit for 1-bedroom units.

PLANNING RATIONALE

It is our opinion that the proposed variance satisfies the prescribed criteria outlined in Section 45 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended:

1. The proposed variance maintains the general intent of the Official Plan. The "Residential" designation of the subject property by the Official Plan permits a full range of residential forms including apartments and townhouse forms. The proposed variance does not jeopardize the intent or function of the subject property for residential uses.

The proposed variance for a reduction in 8 vehicle parking spaces better reflects the land use intent for the subject property's location within a "Gateway Mobility Hub" and Major Transportation Station Area (MTSA). The proposed variance will thus support the implementation of a transit-supportive community and encourage the use of alternative modes of transportation, while still providing ample parking spaces for residents and visitors.



2. The proposed variance maintains the general intent of the Zoning By-law 270-2004 which is to support the use of the subject property for residential uses. The proposed variance for a reduction in 8 vehicle parking spaces does not hinder the ability of the subject property to support residential uses.

Further, the City of Brampton is currently undergoing a review of the Zoning By-law, which includes contemplating the reduction of minimum parking standards within specific areas of the City that are well serviced by transit. Although the subject property is not located within the identified areas currently under review, it similarly is well serviced by higher order transit. As such, the proposed reduction of 8 vehicle parking spaces aligns with the City's direction of reducing parking requirements in locations well serviced by transit.

3. The proposed variance is desirable for the subject property as it will support the creation of a compact and transit-supportive community. The proposed variance, as indicated previously, will facilitate a form of development that aligns with the intent of the Official Plan and Zoning By-law.

Reduced parking supports the City's objectives to promote higher density development within and near mobility hubs and Major Transit Station Areas (MTSAs). A reduction in parking also demonstrates the efficient use of the existing multi-modal transportation network and infrastructure in the surrounding area. The subject property will be supported by existing higher order transit as it is located within walking distance (40 metres or a 1-minute walk) to the Mount Pleasant GO Train Station. The subject property is also located within close proximity to several bus routes including the No. 1, 4/4A, 5/5A, 9, 29/29A, 55, 60, 104 and 561 as well as the 505 Zum, which provide connections to the GO Station and Brampton Transit networks.

Reduced parking aligns with the City's direction to support sustainable and alternative modes of transportation. The provision of ample bicycle parking and the subject property's proximity to a well-connected cycling network will promote the use of active transportation, reduce vehicle dependence, and promote a compact, transit-supportive community. The subject property has convenient access to several existing and planned multi-use paths and bike lanes that support connectivity and active travel. Therefore, the nature and extent of the proposed variance is desirable to support transit-oriented development and discourage the use of the automobile.

4. The proposed variance is minor in nature as it does not interfere with the intent of the subject property for residential uses as per the Official Plan and Zoning By-law and it will serve to facilitate the most efficient site design and layout which has been refined following detailed review resulting from the associated Site Plan application (SP18-002.00).

The reduction of 8 parking spaces is minor in consideration for the project size and scale, proximity to excellent transit service and active transportation infrastructure including ample bike parking and the surrounding pathway network.



In support of the Minor Variance application, the following items are enclosed:

1. One (1) completed Minor Variance form with original signed agent authorization and permission to enter forms;
2. Twelve (12) copies of the Minor Variance Sketch, prepared by Glen Schnarr & Associates Inc dated February 18, 2021;
3. Two (2) copies of the Site Plan prepared by CORE Architects Inc., dated October 5, 2020;
4. Two (2) copies of the Underground Parking Plan prepared by CORE Architects Inc., dated February 23, 2021 which illustrates all three levels of underground parking and identifies the respective areas affected by this application for Minor Variance;
5. Two (2) copies of the Parking Justification Letter prepared by LEA Consulting Ltd., dated February 25, 2021;
6. One (1) cheque in the amount of \$2,560.00 payable to the Treasurer, City of Brampton for Payment of the Minor Variance Application fee; and,
7. One (1) USB with digital copies of the above noted materials.

We trust this meets the requirements for a complete application for Minor Variance. We look forward to your review and please do not hesitate to contact us if you require anything further or wish to clarify anything contained in this application.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Arleigh Hack, MCIP, RPP
Planner



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February 25, 2021

Reference Number: 19015

Daniel Grandilli
Senior Development Coordinator
130 Queens Quay East, West Tower, 8th Floor
Toronto, ON M5A 0P6

Dear Mr. Grandilli,

**RE: Parking Justification Letter
Proposed Mixed-Use Development
Block 4, 10, 20, 30 & 40 Lagerfeld Drive, City of Brampton**

LEA Consulting Ltd. (LEA) has prepared this Parking Justification Letter for the proposed mixed-use development at 10, 20, 30 & 40 Lagerfeld Drive in the City of Brampton (herein referred to as the “subject site”). By way of background, LEA has submitted the following reports to the City of Brampton for the proposed development:

- ▶ Transportation Impact Study (TIS), May 2019;
- ▶ TIS Addendum Letter, September 2019 – To address June 2019 TIS comments, and provide additional queuing analysis for the northbound movements at the Lagerfeld Drive & Metrolinx Driveway (Signalized Intersection – GO Entrance); and
- ▶ Bicycle Parking Variance Letter, October 2020.

Since the completion of the September 2019 TIS Addendum Letter and the October 2020 Bicycle Parking Variance Letter, a minor change to the site plan has occurred with respect to the number of parking spaces. This letter provides justification in support of a reduced parking supply based on the latest site plan.

PROPOSED DEVELOPMENT

The proposed development consists of four (4) residential buildings, ranging from 3-26 storeys in height, with a total of 444 units. Since the previous submission, the development proposal has been revised by slightly decreasing the number of parking spaces. A comparison of the September 2019, October 2020 and current submission site statistics is provided in **Table 1**.

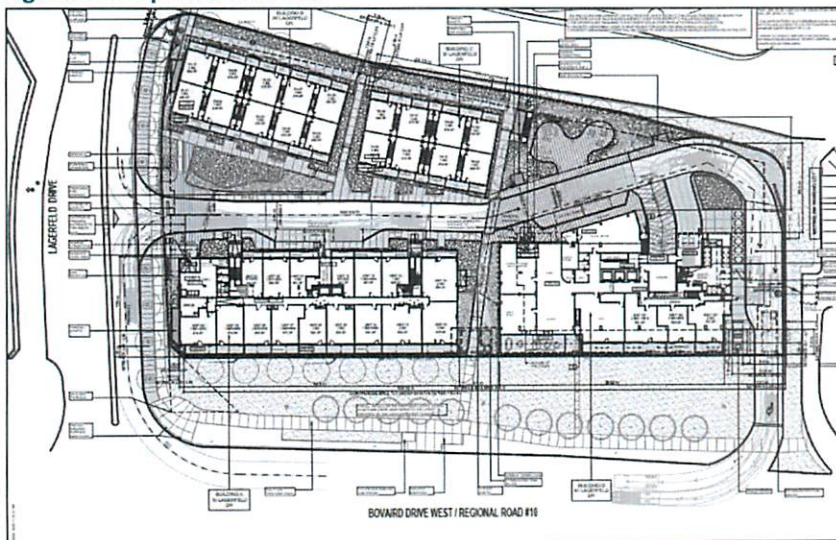


Table 1: Proposed Site Statistics Comparison

Land Use	September 2019 Submission	October 2020 Submission	Current Submission	Change
Residential	430	444	444	No Change
1-Bedroom	225	237	237	
2-Bedroom	201	203	203	
3-Bedroom	4	4	4	
Bicycle Parking	215	236	236	
Vehicle Parking	474	491	480	-11
Residential	409	424	413	-11
Visitor	65	67	67	0

Based on the site plan illustrated in **Figure 1**, the site will be accessed from a right-in/right-out vehicular access from Lagerfeld Drive and a secondary driveway onto Bovaird Drive (right-out only). The access arrangement related to the proposed development remains the same as compared to the previous submissions.

Figure 1: Proposed Site Plan



PARKING REVIEW

VEHICLE PARKING

The proposed development is currently subject to the parking standards by the requirements under Residential Apartment (RA) 3527 within the City of Brampton Zoning By-Law 270-2004. The parking standards applicable to the subject site are summarized in **Table 2**.



Table 2: City of Brampton Zoning By-Law 270-2004 RA 3527 Parking Standards

Land Use	Units	RA 3527 Parking Standards		Proposed Parking Supply
		Parking Rate	Parking Required	
1 Bedroom	237	0.9 spaces/unit	213	413
2 Bedroom	203	1.0 space/unit	203	
3 Bedroom	4	1.2 spaces/unit	5	
Residential Sub-Total			421	413
Visitor	444	0.15 spaces/unit	67	67
Total			488	480

Based on the minimum parking requirements under RA 3527 within the City of Brampton Zoning By-Law 270-2004, the proposed development is required to provide a total of 488 parking spaces, consisting of 421 resident parking spaces and 67 visitor spaces. The proposed parking provision is deficient of 8 residential spaces; however, the visitor parking requirement has been satisfied. This corresponds to a residential parking rate of 0.93 spaces/unit.

PARKING JUSTIFICATION

EXISTING MULTI-MODAL TRANSPORTATION NETWORK

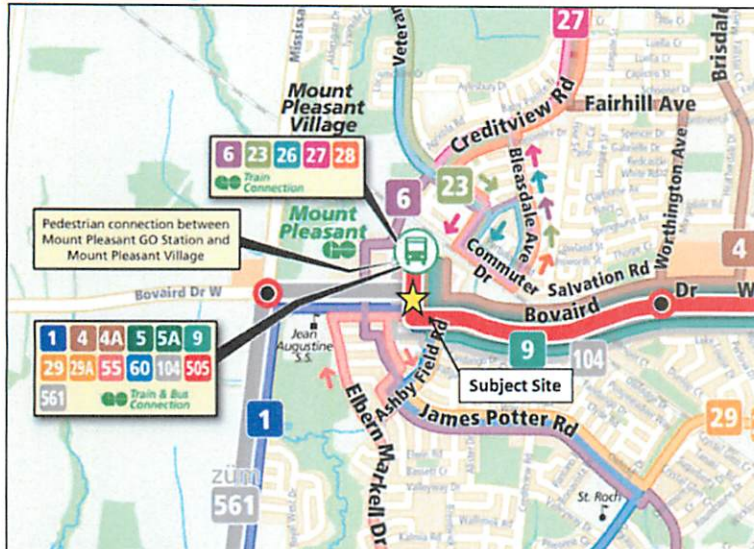
This section will identify and assess the existing multi-modal transportation conditions present in the study area, inclusive of the transit and cycling networks.

Transit Network

The subject site is well serviced by existing bus routes operated by Brampton Transit. The subject site is conveniently located within walking distance (40m or 1-minute walk) to the Mount Pleasant GO Station which provides direct connections to the GO Station Network, Brampton Transit Network and connections to the Vaughan Metropolitan Centre. According to the City of Brampton Transportation Master Plan Update, the transit demand identified for both the 2031 and 2041 planning horizons is 16%, which is a 10% increase from the 2011 transit demand. As a result, auto dependency is expected to decrease rendering the need for a vehicle. The Master Plan Update states that in order to promote the shift towards higher transit use, investment should be made in high quality transit infrastructure rather than expanding roads for general lane purposes. This indicates the importance of land use planning decisions to help achieve transit-supportive densities. Figure 2 shows the existing transit services in the proximity of the subject site.



Figure 2: Existing Transit Network



Source: Brampton Transit, November 2020

Route 1/1A Queen is a bus route that operates generally in an east-west direction between Mount Pleasant GO Station and the area of Queen Street and Highway 50, with connections to Brampton GO Station and Bramalea Terminal. This route operates seven days a week, with approximately 20-minute headways during peak periods.

Access Locations: Route 1 is accessible at the Mount Pleasant GO Station Bus Loop.

Route 4/4A Chingacousy is a bus route that operates generally in the north-south direction between Mount Pleasant GO Station and Brampton Gateway Terminal. This route operates seven days a week, with approximately 5-10 minutes headways during peak periods.

Access Locations: Route 4 is accessible at the bus stop in front of the subject site along Bovaird Drive, east of Ashby Field Road.

Route 5/5A Bovaird is a bus route that operates generally in an east-west direction between Mount Pleasant GO Station and the Westwood Square Terminal. This route operates seven days a week, with 15-minute headways during peak periods.

Access Locations: Route 5 is accessible at the bus stop in front of the subject site along Bovaird Drive, east of Ashby Field Road.

Route 9 Vodden is a bus route that operates generally in an east-west direction between Mount Pleasant GO Station and the area of Williams Parkway and Edvac Drive. Route 9 operates weekdays only from 5:00AM to 7:00PM with headways of approximately 20-minutes during peak periods.

Access Locations: Route 9 is accessible at the bus stop in front of the subject site along Bovaird Drive, east of Ashby Field Road.



Route 29/29A Williams is a bus route that operates generally in a north-south direction between Mount Pleasant GO Station and the area of Goreway Drive and Kenview Boulevard. This route operates seven days a week with headways of 15-minutes during peak periods.

Access Locations: Route 29 is accessible at the intersection of Bovaird Drive and Ashby Field Road.

Route 55 Elbern Markell is a bus route that operates generally in a north-south direction between Mount Pleasant GO Station and the area of Queen Street and Chingacousy Route. Route 55 operates during weekdays only with 45-50 minute headways during peak periods.

Access Locations: Route 55 is accessible at the Mount Pleasant GO Station Bus Loop.

Route 505 Zum Bovaird is a rapid transit bus route that operates generally in an east-west direction between Mount Pleasant GO Station and Malton GO Station, with connections to Trinity Common Terminal. This route operates Monday to Friday, midday, with approximately 45-minute headways.

Access Locations: Route 505 is accessible at the Mount Pleasant GO Station Bus Loop.

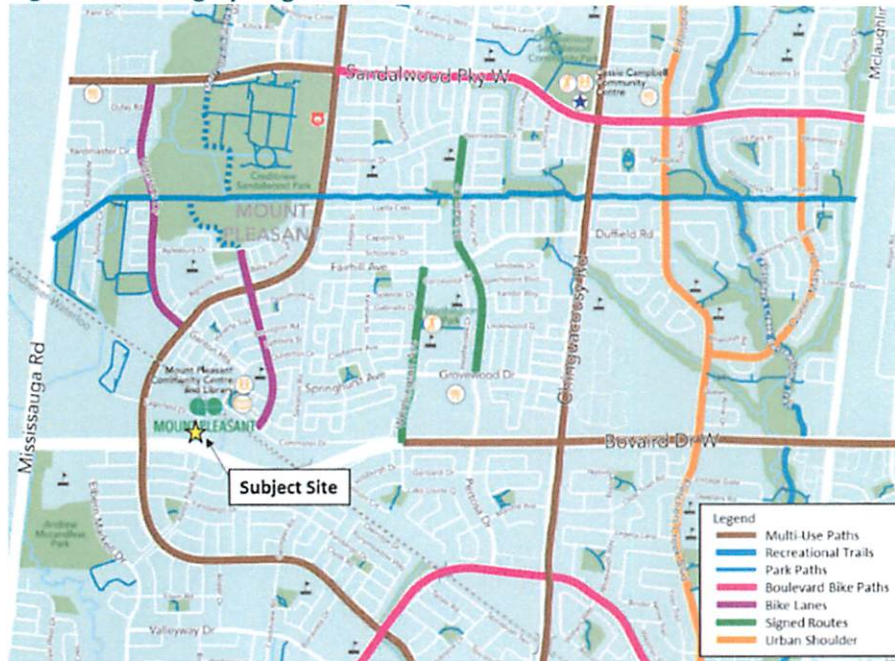
Mount Pleasant GO is located on the Kitchener GO train line operating between Kitchener GO and Union Station. Train service is currently provided on weekdays only. The service operates every hour from 5:00 AM to 6:00 PM.

Cycling Network

The subject site is located within fair access to a well-connected cycling network, with several significant cycling routes in the surrounding area. The subject site is located beside a multi-use path along Creditview and James Potter Road. Further north of the subject site, bike lanes are provided along Bleasdale Avenue and Veterans Drive, which connects with the Flower City Recreational Trail. Further to the east of the site, there are multi-use paths along Bovaird Drive and Chingacousy Road. According to the City of Brampton Active Transportation Master Plan, bike lanes, or buffered bike lanes have been proposed along Ashby Field Road and Salvation Road. Additionally, a multi-use path has been proposed along Lagerfeld Drive. These projects have been identified as a “medium term” project, which means they will be implemented within the next 5-10 years. These proposed cycling routes will further encourage residents to cycle and lower the use of automobiles. The existing cycling facilities are illustrated in **Figure 3**.



Figure 3: Existing Cycling Network



NEIGHBOURHOOD TRAVEL BEHAVIOUR

The following sections will review the travel patterns of residents within the subject site's neighbourhood using Transportation Tomorrow Survey (TTS) data. The purpose of this section is to understand the existing travel behaviour, as well as a way to anticipate for the future travel patterns and parking demand.

The 2006, 2011, and 2016 TTS surveys were used to calculate the neighbourhood's modal split. The resulting modal splits for home-based trips during the AM peak period are summarized in **Table 3**. Detailed TTS data are provided in **Attachment A**.

Table 3: Neighbourhood Modal Split

	Auto	Transit	Active
2006	89%	10%	1%
2011	92%	7%	1%
2016	86%	13%	1%

As seen above, the subject site's neighbourhood currently exhibits a relatively high auto modal split. A review of the neighbourhood's past modal splits reveals that there has been an increase in transit, while active modes of transportation such as cycling and walking have remained stable. Specifically, the modal split analysis between 2006, 2011, and 2016 indicates the following:

- ▶ The use of transit in 2016 has near doubled since 2011 (from 7% to 13%)
- ▶ Active transportation has remained stable at 1% over the past 10 years
- ▶ A noticeable decrease in auto modal split (a 6% decrease from 2011)



The increase in transit modal split over the years were derived from a decrease in auto modal split. These results indicate that more residents are choosing to take transit than they did in 2006. With Brampton's efforts in prioritizing transit and active transportation networks, it is expected that the increasing trend of residents choosing these sustainable modes of travel will continue. Additionally, the City of Brampton Transportation Master Plan Update indicates a future transit modal split of 16% has been proposed for the years 2031 and 2041. This is reflective of the City prioritizing transit and shifting away from auto-dependency. By providing a reduced parking supply, the proposed development aims to attract a population that is not car-dependent, which will further support in the neighbourhood's modal shift away from automobile usage.

MAJOR TRANSIT STATION AREA (MTSA)

MTSAs are intended to be developed as high-density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities. They are generally defined as the area within an approximate 500-800 metre radius of a transit station or stop, representing about a 10-minute walk. In the case of the subject site, Mount Pleasant GO Station is located at the doorstep of the subject site thereby defining the subject site as an MTSA. MTSA policies are important as they promote mixed-use transit-supportive neighbourhoods that achieve community benefits such as shortened commutes, reduced congestion and pollution, and increased opportunity to walk and cycle as part of a healthy community.

The Peel Region Official Plan states that it is the policy of the Regional Council to encourage the area municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures, as well as encourage parking operators at MTSAs to provide priority spaces for carpool and car-share vehicles. Additionally, it is the policy of the Regional Council to encourage the area municipalities to develop alternative development in design standards, such as reduced parking standards. Mobility hubs are MTSAs that are particularly significant given the level of transit service that is planned for them and the development potential around them. Recently, the Milton Major Transit Station Area & Mobility Hub Study dated May 2020, recommended that lands surrounding the GO Station consider the opportunity for maximum parking requirements, instead of minimum parking requirements, to encourage more compact and urban forms of development. This planning framework of limiting parking supply disincentivizes commutes by auto modes of travel and encourages alternate modes of travel. Therefore, based on the transportation context of the subject site, it is in our opinion that the minor reduction in the proposed parking supply would encourage future residents to shift in travel behaviour and to reduce the auto dependency which aligns with the vision of the Peel Region Official Plan.

PLANNING FRAMEWORK

The Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) outlines the Ontario government's policies on land use planning and provides direction in ensuring the development of healthy and sustainable communities with a thriving economy. Under Section 3 of the Planning Act, all decisions affecting land use planning matters "shall be consistent with" the PPS. One of the key matters pertaining to PPS policies includes the promotion of transportation decisions that increase active transportation and transit usage. As stated under Section 1.8.1 b. of the PPS, **planning authorities shall support land use and development patterns which: "promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;"**



Through proposing reduced parking spaces for residents, the proposed development is in support of the changing paradigm which shifts away from the provision of excess parking. The subject site is located in a well-serviced transit network where the Mount Pleasant GO Station is currently accessible within a 40m walk from/to the subject site. Therefore, this decision to provide less parking spaces aids in promoting mobility options that are not automobile dependent, such as active transportation and transit.

The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe provides a framework for municipalities to better manage growth in the region that supports a high quality of life, environmental protection, as well as economic prosperity. The support of municipalities in land use choices are vital to achieving the long-term framework outlined by the Growth Plan. Some of the key issues listed in the Growth Plan includes:

- ▶ Reduce sprawl;
- ▶ Build complete communities that better connects transit with where residents live, work, and play; and
- ▶ Minimize the negative impacts of climate change.

By lowering the number of parking spaces available for purchase/rental, the proposed development supports the increasing trend in reducing automobile reliance. **By planning for land uses that leverages the surrounding robust transit network, the proposed development discourages sprawl, and limits the need for traveling long distances for daily needs. This change would also lower the negative environmental impact caused by car usage.** The proposed parking for this development aligns with the transportation related issues outlined in the Growth Plan.

Ontario's Five Year Climate Change Action Plan

Ontario's Five Year Climate Change Action Plan was announced in June 2016 with the objective of fighting climate change with several areas of action. **The plan recognizes the vital role transportation and land use planning takes in effectively reducing greenhouse gas pollution.** Some of those actions include: implementing Transportation Demand Management Plans to limit single occupant vehicle trips, supporting cycling and walking for daily commutes, and **eliminating minimum parking requirements for municipal zoning bylaws over the next five years.**

The proposed development's decision to provide slightly less parking spaces than required from the City's zoning bylaw acknowledges that land within the City should not be used for excess parking, but rather for further land-development opportunities that support a future shifting towards lower auto-dependency. The subject site is located within walkable distance (1 minute walk) of several transit stops, rendering car ownership for residents in this neighbourhood as an option rather than a necessity, which would reduce fossil fuel consumption and traffic congestion.



CONCLUSION

The proposed development consists of four 3-26 storey buildings with a total of 444 units. The current development scheme involves a slight reduction in residential parking spaces from the by-law requirement. By providing a reduced residential parking supply, the proposed development is expected to attract a population that is not car-dependent and will rely on alternative modes of travel for their daily needs. Furthermore, the provincial policies also support a decrease in auto-dependency and the shift to more sustainable modes of travel. Therefore, it is in our opinion that the proposed minor reduction of residential parking supply is adequate in meeting the needs of the proposed residential development.

Should you have any questions, please do not hesitate to contact the undersigned at tchiu@lea.ca.

Yours truly,

LEA CONSULTING LTD.

Tony Chiu, M.A.Sc., P. Eng.
Manager, Transportation, Noise & Vibration
Engineering

Amelia Crichton
Transportation Planner

Encl. Attachment A: Detailed TTS Calculations



ATTACHMENT A

Detailed TTS Calculations

Wed Feb 17 2021 15:37:40 GMT-0500 (Eastern Standard Time) - Run Time: 3067ms

Cross Tabul 2011 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig

Column: Primary travel mode of trip - mode_prime

Filters:

2006 GTA z 3457 3431 3375

and

Start time of trip - start_time In 700-900

and

Trip purpose - trip_purp In 1-3

and

Age of person - age In 18-98

Trip 2006

Table:

									Auto	Transit	Active	
									2006	89%	10%	1%
									2011	92%	7%	1%
									2016	86%	13%	1%
Transit exc Auto driver GO rail onl Joint GO ra Auto passe Taxi passer Walk												
3375	220	3345	154	66	440	22	22					
3463	0	65	0	0	0	0	0					
	220	3410	154	66	440	22	22	4334				

Trip 2011

Table:

	Transit exc	Auto driver	GO rail onl	Joint GO ra	Auto passe	Walk	
3375	118	4156	210	83	474	54	
3431	28	607	0	0	96	0	
3457	0	46	0	0	0	0	
3463	0	78	0	0	0	0	
	146	4887	210	83	570	54	5950

Trip 2016

Table:

	Transit exc	Auto driver	GO rail onl	Joint GO ra	Auto passe	School bus	Walk	
3375	253	3650	305	157	269	68	60	
3431	136	1717	11	9	118	0	29	
3463	0	68	0	0	0	0	0	
	389	5435	316	166	387	68	89	6850

FILE NUMBER: A-2021-0043

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) | Daniels Choice Mount Pleasant Corporation |
| | Address | 130 Queens Quay East, West Tower, 8th Floor
Toronto, Ontario, M5A 0P6 |
| | Phone # | 416-591-2914 |
| | Email | dgrandilli@danielscorp.com |
| | Fax # | |
| 2. | Name of Agent | Glen Schnarr & Associates Inc. (attn: Arleigh Hack) |
| | Address | Suite 700, 10 Kingsbridge Garden Circle
Mississauga, Ontario, L5R 3K6 |
| | Phone # | 905-568-8888 ext. 254 |
| | Email | arleighh@gsai.ca |
| | Fax # | |
| 3. | Nature and extent of relief applied for (variances requested): | |
| | To permit 480 parking spaces (413 residential + 67 visitor) whereas the site-specific Zoning By-law requires 488 parking spaces (421 residential + 67 visitor). | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 4. | Why is it not possible to comply with the provisions of the by-law? | |
| | The proposed variance is proposed to facilitate a functional and efficient site design. The site design has been refined through the Site Plan Approval process and has resulted in minor modifications that are not permitted by the Zoning By-law. | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| 5. | Legal Description of the subject land: | Full Legal Description:
BLOCK 4, PLAN 43M1927 SUBJECT TO AN EASEMENT IN GROSS
OVER PT 7 PL 43R35230 AS IN PR2366810 SUBJECT TO AN
EASEMENT FOR ENTRY AS IN PR2389562 CITY OF BRAMPTON |
| | Lot Number | |
| | Plan Number/Concession Number | Plan 43M-1927 |
| | Municipal Address | 10, 20, 30 & 40 Lagerfeld Drive |
| 6. | Dimension of subject land (in metric units) | |
| | Frontage | 134 m on Bovaird Drive West and 72 m on Lagerfeld Drive |
| | Depth | 60 m from Bovaird Drive West frontage |
| | Area | 0.83 ha (2.05ac) |
| 7. | Access to the subject land is by: | |
| | Provincial Highway | <input type="checkbox"/> |
| | Municipal Road Maintained All Year | <input checked="" type="checkbox"/> |
| | Private Right-of-Way | <input type="checkbox"/> |
| | Seasonal Road | <input type="checkbox"/> |
| | Other Public Road | <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 property is currently under construction as per approved Site Plan (file SP18-002.00).

PROPOSED BUILDINGS/STRUCTURES on the subject land:

The proposed development consists of 2 apartment buildings located along Bovaird Drive West and 2 stacked townhouse blocks located interior to the site which overall generates a total of 430 residential units.

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 There are no existing buildings on the subject property.

Rear yard setback

Side yard setback

Side yard setback

PROPOSED

Front yard setback Frontage to Bovaird Drive West: 2.3m

Rear yard setback Rear yard setback varies. Building C is 7.1m, Building B is 8.1m and Building D is a max of 45m.

Side yard setback From Lagerfeld Drive: 1.5m

Side yard setback From east property boundary: 11.8m

10. Date of Acquisition of subject land: April 13, 2018

11. Existing uses of subject property: The property is designated for residential uses but is currently under construction.

12. Proposed uses of subject property: Residential, Mixed Use

13. Existing uses of abutting properties: Residential, commercial, and transit (GO Station)

14. Date of construction of all buildings & structures on subject land: All buildings are anticipated to be completed by October 2023.

15. Length of time the existing uses of the subject property have been continued: Shoring and excavation commenced in August 2020. Historically the property has been vacant prior to its purchase in 2018.

16. (a) What water supply is existing/proposed?

Municipal ☒
Well ☐

Other (specify) _____

- (b) What sewage disposal is/will be provided?

Municipal ☒
Septic ☐

Other (specify) _____

- (c) What storm drainage system is existing/proposed?

Sewers ☒
Ditches ☐
Swales ☐

Other (specify) _____

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: Subdivision File # 21T-10022B Status Approved (Plan 43M-1927)

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 # <u>A19-144</u>	Decision <u>Approved</u>	Relief <u>Multiple Variances</u>
File # <u>A-2020-0115</u>	Decision <u>Approved</u>	Relief <u>Two Variances</u>
File # _____	Decision _____	Relief _____

Glen Schnarr & Associates Inc. (attn: Arleigh Hack)
Signature of Applicant(s) or Authorized Agent

DATED AT THE _____ OF _____
THIS _____ DAY OF _____, 20____

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, Arleigh Hack OF THE City OF Toronto
IN THE _____ OF _____ 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

City OF Mississauga
IN THE Region OF _____
Peel THIS 1st DAY OF
March, 2021

[Signature]
Signature of Applicant or Authorized Agent

Laura Kim Amorim, a Commissioner, etc.,
Province of Ontario, for
Glen Schnarr & Associates Inc.
Expires March 3, 2023.

[Signature]
A Commissioner etc.

FOR OFFICE USE ONLY

Present Official Plan Designation: _____

Present Zoning By-law Classification: _____

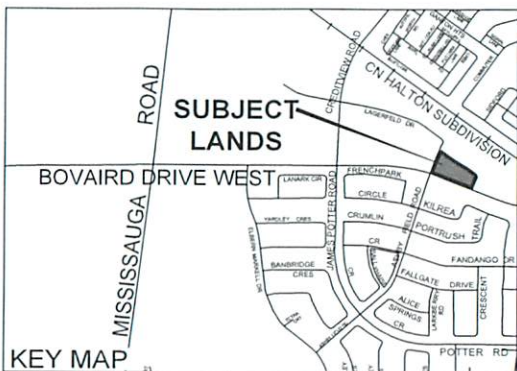
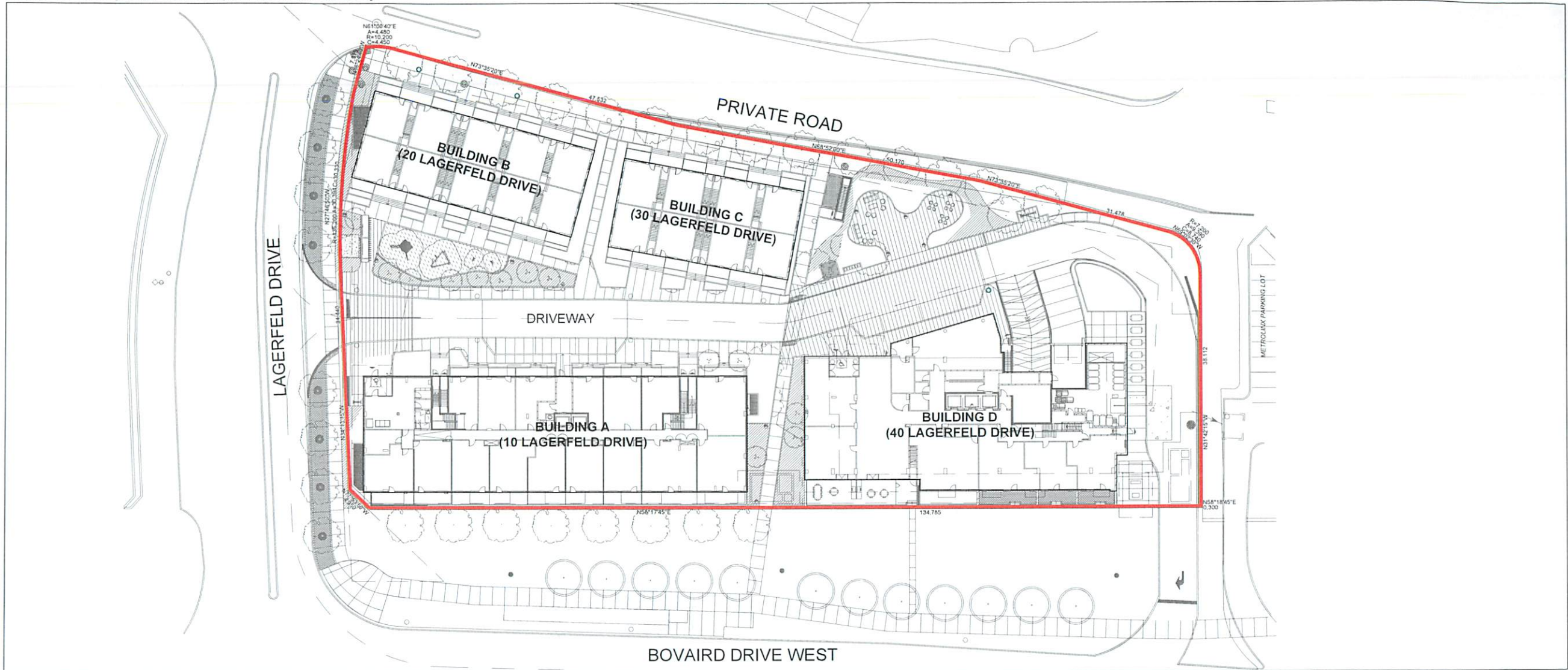
R4A-3527

This application has been reviewed with respect to the variances required and the results of the said review are outlined on the attached checklist


[Signature]
Zoning Officer

March 5, 2021
Date

DATE RECEIVED March 2, 2021



COMMITTEE OF ADJUSTMENT
MINOR VARIANCE SKETCH PLAN
DANIELS CHOICE MOUNT
PLEASANT CORPORATION
10, 20, 30, & 40 LAGERFELD DRIVE

BLOCK 4, PLAN 43M-1927
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
 **Subject Lands - 0.83ha (2.05ac)**

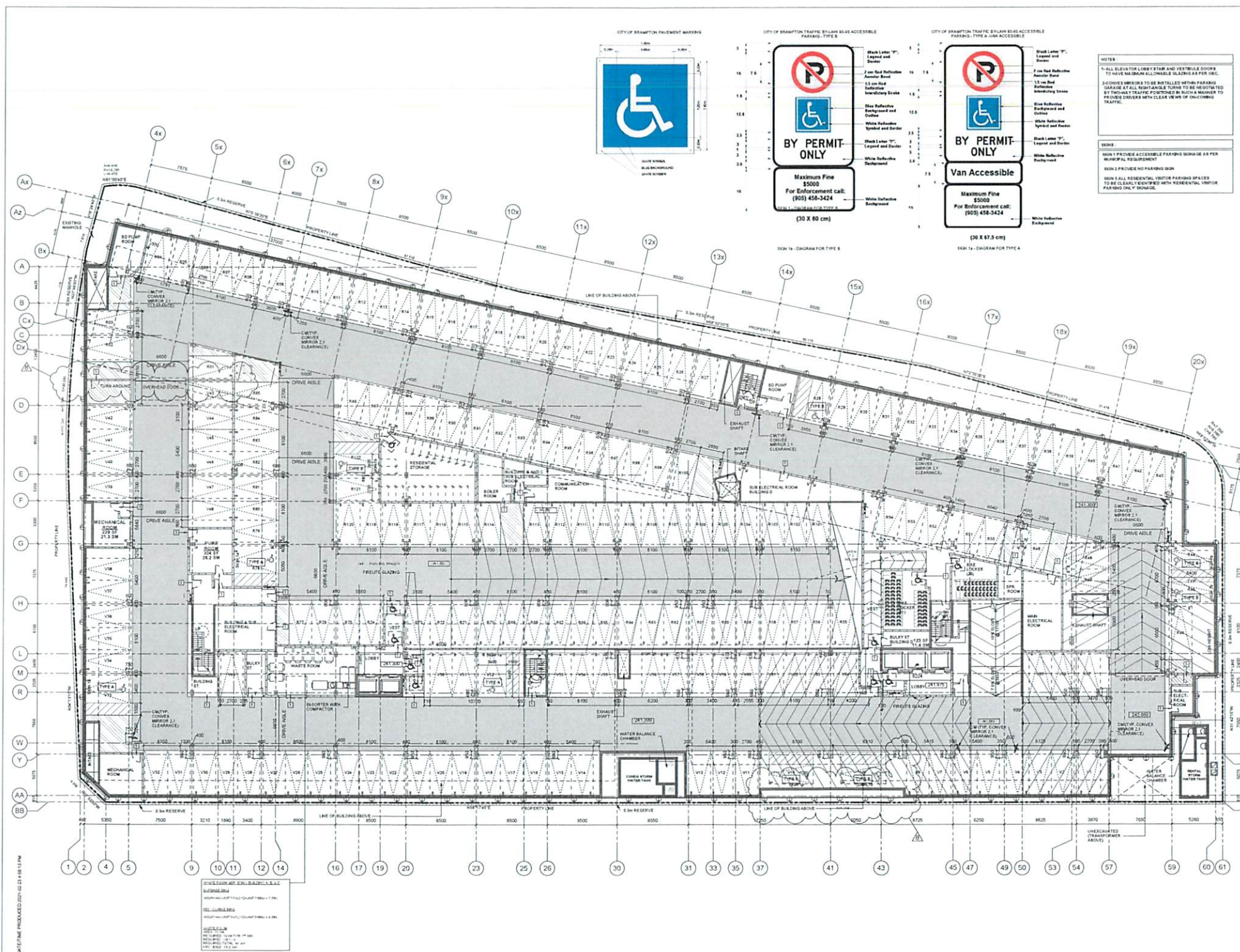
REQUIRED VARIANCE:

TO PERMIT A RESIDENT PARKING RATE OF 0.85 SPACES PER UNIT FOR 1-BEDROOM UNITS, WHEREAS THE SITE SPECIFIC ZONING BY-LAW PERMITS A PARKING RATE OF 0.9 SPACES PER UNIT FOR 1-BEDROOM UNITS.



SCALE 1:750
FEBRUARY 18, 2021





NOTES:
1- ALL ELEVATOR LOBBY STAIR AND VESTIBULE DOORS TO HAVE MAXIMUM ALLOWABLE GLAZING AS PER OBC.
2- CONCRETE WALKWAYS TO BE INSTALLED WITHIN PARKING GARAGE AT ALL RIGHT-ANGLE CORNERS TO BE NOTIFIED BY TWO-WAY TRAFFIC POSITIONED IN SUCH A MANNER TO PROVIDE DRIVERS WITH CLEAR VIEWS OF ONCOMING TRAFFIC.

REMARKS:
SIGN 1 PROVIDE ACCESSIBLE PARKING SIGN AS PER MINIMUM REQUIREMENT.
SIGN 2 PROVIDE NO PARKING SIGN.
SIGN 3 ALL RESIDENTIAL VISITOR PARKING SPACES TO BE CLEARLY IDENTIFIED WITH RESIDENTIAL VISITOR PARKING ONLY SIGNAGE.

SUMMARY	
NO. OF SHEETS	24
NO. OF SHEETS USED	24
PARKING PROVIDED	
TYPE	Count
TYPE 1	1
TYPE 2	1
TYPE 3	1
TYPE 4	1
TYPE 5	1
TYPE 6	1
TYPE 7	1
TYPE 8	1
TYPE 9	1
TYPE 10	1
TYPE 11	1
TYPE 12	1
TYPE 13	1
TYPE 14	1
TYPE 15	1
TYPE 16	1
TYPE 17	1
TYPE 18	1
TYPE 19	1
TYPE 20	1
TYPE 21	1
TYPE 22	1
TYPE 23	1
TYPE 24	1

NO.	REVISIONS	DATE
1	PREPARED FOR SPA	FEB 23 2021
2	REVISED FOR SPA	MAY 20 2021
3	ISSUE FOR SPA	OCT 26 2020
4	ISSUE FOR SPA	MARCH 31 2020
5	ISSUE FOR SPA	MAY 29 2019
6	ISSUE FOR SPA	MAY 23 2019
7	ISSUE FOR SPA	JULY 31 2018
8	ISSUE FOR SPA	JULY 31 2018

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

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WWW.COREARCHITECTS.COM

DANIELS CHOICE MOUNT PLEASANT CORPORATION

BLOCK 4
10, 20, 30 & 40 LAGERFELD DRIVE
BRAMPTON, ON

CITY SITE PLAN NUMBER - SP18-002-000



DRAWN CO:NM	SCALE As indicated
CHECKED SH	DATE JULY 2018
TITLE LEVEL P1	
PROJECT NO. 18-118	DRAWING NO. A.202

DATE/TIME PRODUCED: 2021-02-23 4:48:13 PM

10 TO 40 LAGERFELD DRIVE

PREVIOUS DECISIONS



FILE NUMBER A-2020-0115

HEARING DATE NOVEMBER 10, 2020

APPLICATION MADE BY DANIELS CHOICE MOUNT PLEASANT CORPORATION

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT; ZONING BY-LAW 270-2004 AND AN APPLICATION FOR MINOR VARIANCE OR SPECIAL PERMISSION FOR THE FOLLOWING VARIANCE(S):

- 1. To permit a building height of 26 storeys;**
- 2. To permit 100% of the required bicycle parking to be vertical spaces.**

(10 TO 40 LAGERFELD DRIVE – BLOCK 4, PLAN 43M-1927)

**THE REQUEST IS HEREBY APPROVED SUBJECT TO THE FOLLOWING CONDITIONS
(APPROVAL IS GRANTED SUBJECT TO A BUILDING PERMIT BEING ISSUED BY THE CITY OF BRAMPTON WHERE REQUIRED AND DEVELOPMENT CHARGES MAY BE APPLICABLE)**

SEE SCHEDULE “A” ATTACHED

REASONS:

This decision reflects that in the opinion of the Committee:

- 1. The variance authorized is desirable for the appropriate development or use of the land, building, or structure referred to in the application, and**
- 2. The general intent and purpose of the zoning by-law and the City of Brampton Official Plan are maintained and the variance is minor.**

Any and all written submissions relating to this application that were made to the Committee of Adjustment before its decision and any and all oral submissions related to this application that were made at the Committee of Adjustment meeting, held under the *Planning Act*, have been, on balance, taken into consideration by the Committee as part of its deliberations and final decision on this matter.

MOVED BY: D. Colp

SECONDED BY: R. Power

CHAIR OF MEETING: RON CHATHA

WE THE COMMITTEE MEMBERS NOTED BELOW HEREBY CONCUR IN THE DECISION

AUTHORIZED BY VOTE HELD AT A MEETING ON NOVEMBER 10, 2020

RON CHATHA, MEMBER

DESIREE DOERFLER, MEMBER

ROD POWER, MEMBER

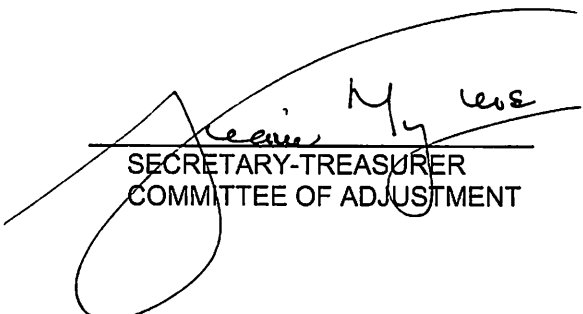
DAVID COLP, MEMBER

ANA CRISTINA MARQUES, MEMBER

DATED THIS 10TH DAY OF NOVEMBER, 2020

NOTICE IS HEREBY GIVEN THAT THE LAST DAY FOR APPEALING THIS DECISION TO THE LOCAL PLANNING APPEAL TRIBUNAL WILL BE NOVEMBER 30, 2020

I, JEANIE MYERS, SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT CERTIFY THAT THE FOREGOING IS A CORRECT COPY OF THE DECISION OF THE COMMITTEE WITH RESPECT TO THE ABOVE APPLICATION.


**SECRETARY-TREASURER
COMMITTEE OF ADJUSTMENT**

Flower City



brampton.ca


THIS IS SCHEDULE "A" REFERRED TO ON THE NOTICE OF DECISION

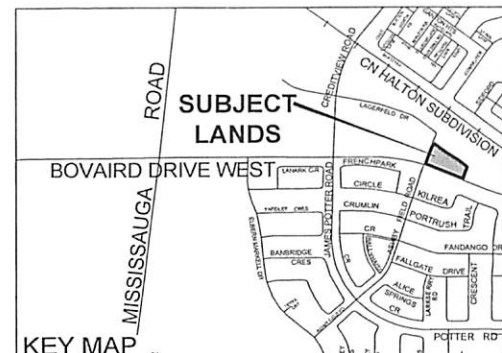
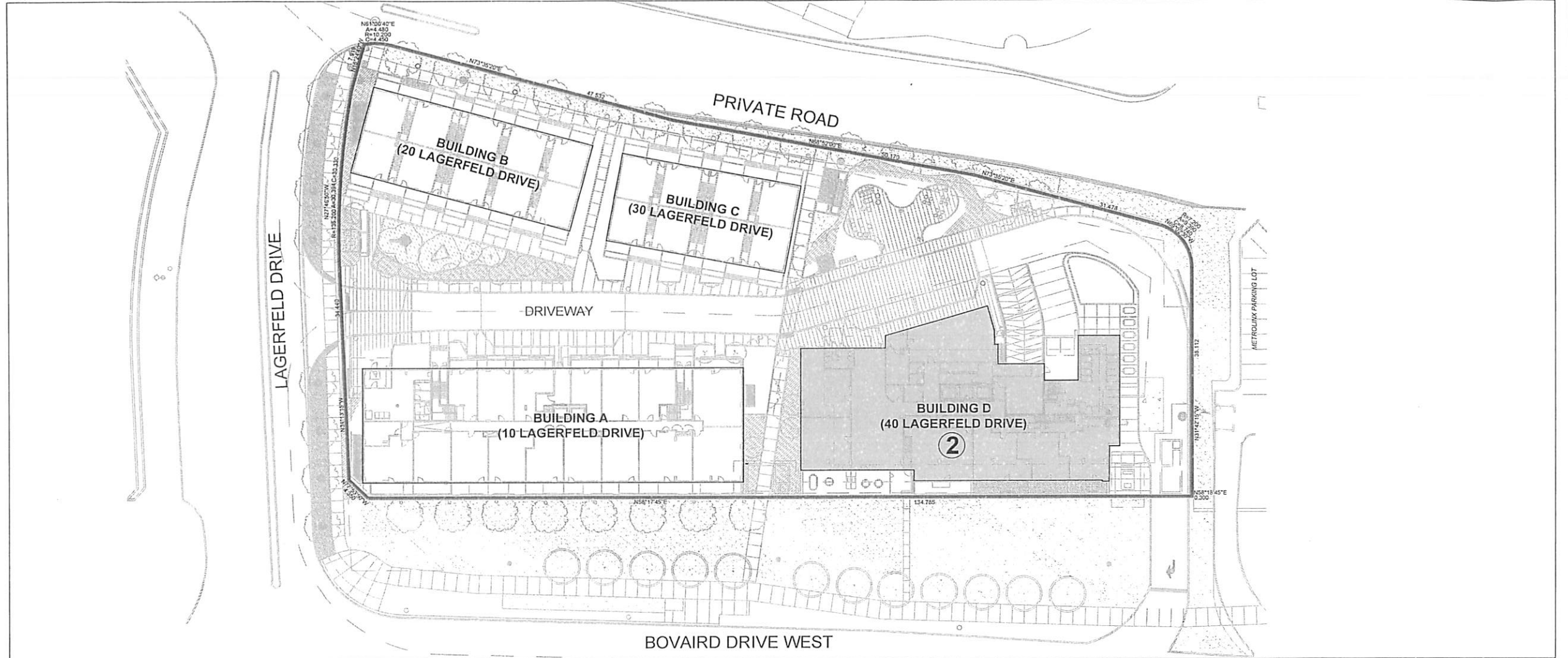
APPLICATION NO: **A-2020-0115**

DATED: **NOVEMBER 10, 2020**

Conditions:

1. That the extent of the variances be limited to that shown on the sketch attached to the Public Notice;
2. That the owner finalize site plan approval under City File SP18-002.000, execute a site plan agreement, and post any required financial securities and insurance to the satisfaction of the Director of Development Services;
3. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.


Jeanie Myers
Secretary-Treasurer
Committee of Adjustment



COMMITTEE OF ADJUSTMENT
MINOR VARIANCE SKETCH PLAN
DANIELS CHOICE MOUNT
PLEASANT CORPORATION
10, 20, 30, & 40 LAGERFELD DRIVE

BLOCK 4, PLAN 43M-1927
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

Subject Lands - 0.83ha (2.05ac)

Required Variances:

- To permit a maximum building height of 26 storeys whereas the site-specific zoning by-law permits a maximum building height of 25.
- To permit the use of vertical bicycle stackers for 100% of bicycle parking spaces whereas the site-specific zoning by-law permits the use of vertical bicycle stackers for a maximum of 50% of bicycle parking spaces.*

Notes

*Vertical Bicycle Stackers are located in the underground parking garage and are therefore not depicted on the plan.



SCALE 1:750
OCTOBER 2, 2020

GSAI
Glen Schnarr & Associates Inc.



FILE NUMBER A19-144

HEARING DATE AUGUST 20, 2019

APPLICATION MADE BY DANIELS CHOICE MOUNT PLEASANT CORPORATION

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT; ZONING BY-LAW 270-2004 AND AN APPLICATION FOR MINOR VARIANCE OR SPECIAL PERMISSION FOR THE FOLLOWING VARIANCE(S):

1. To permit stacked townhouse dwellings;
2. To permit a maximum setback of 45m (147.64 ft.) to a private road;
3. To permit a minimum building height of 3 storeys;
4. To permit a maximum floor space index of 4.5;
5. To permit a maximum tower floor plate size of 860m²;
6. To permit a minimum ground floor height of 3.0m (9.84 ft.);
7. To permit a minimum setback of 0.8m (2.62 ft.) from Bovaird Drive West to a hydro transformer;
8. To permit a minimum 1.4m (4.60 ft.) landscape open space buffer between a driveway and a private street.

(NORTHEAST CORNER OF BOVAIRD DRIVE WEST & LAGERFIELD DRIVE – BLOCK 4, PLAN 43M-1927)

THE REQUEST IS HEREBY APPROVED SUBJECT TO THE FOLLOWING CONDITIONS
(APPROVAL IS GRANTED SUBJECT TO A BUILDING PERMIT BEING ISSUED BY THE CITY OF BRAMPTON WHERE REQUIRED AND DEVELOPMENT CHARGES MAY BE APPLICABLE)

SEE SCHEDULE "A" ATTACHED

REASONS:

This decision reflects that in the opinion of the Committee:

1. The variance authorized is desirable for the appropriate development or use of the land, building, or structure referred to in the application, and
2. The general intent and purpose of the zoning by-law and the City of Brampton Official Plan are maintained and the variance is minor.

Any and all written submissions relating to this application that were made to the Committee of Adjustment before its decision and any and all oral submissions related to this application that were made at the Committee of Adjustment meeting, held under the *Planning Act*, have been, on balance, taken into consideration by the Committee as part of its deliberations and final decision on this matter.

MOVED BY: D. Doerfler

SECONDED BY: D. Colp

SIGNATURE OF CHAIR OF MEETING: [Signature]

WE THE UNDERSIGNED HEREBY CONCUR IN THE DECISION

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

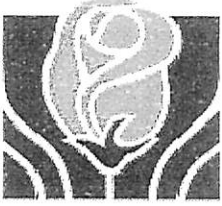
DATED THIS 20TH DAY OF AUGUST, 2019

NOTICE IS HEREBY GIVEN THAT THE LAST DAY FOR APPEALING THIS DECISION TO THE LOCAL PLANNING APPEAL TRIBUNAL WILL BE SEPTEMBER 9, 2019

I, JEANIE MYERS, SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT CERTIFY THAT THE FOREGOING IS A CORRECT COPY OF THE DECISION OF THE COMMITTEE WITH RESPECT TO THE ABOVE APPLICATION.

[Signature]
SECRETARY-TREASURER
COMMITTEE OF ADJUSTMENT

Flower City



brampton.ca

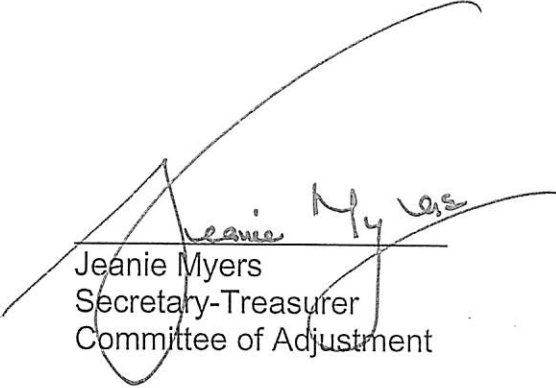
THIS IS SCHEDULE "A" REFERRED TO ON THE NOTICE OF DECISION

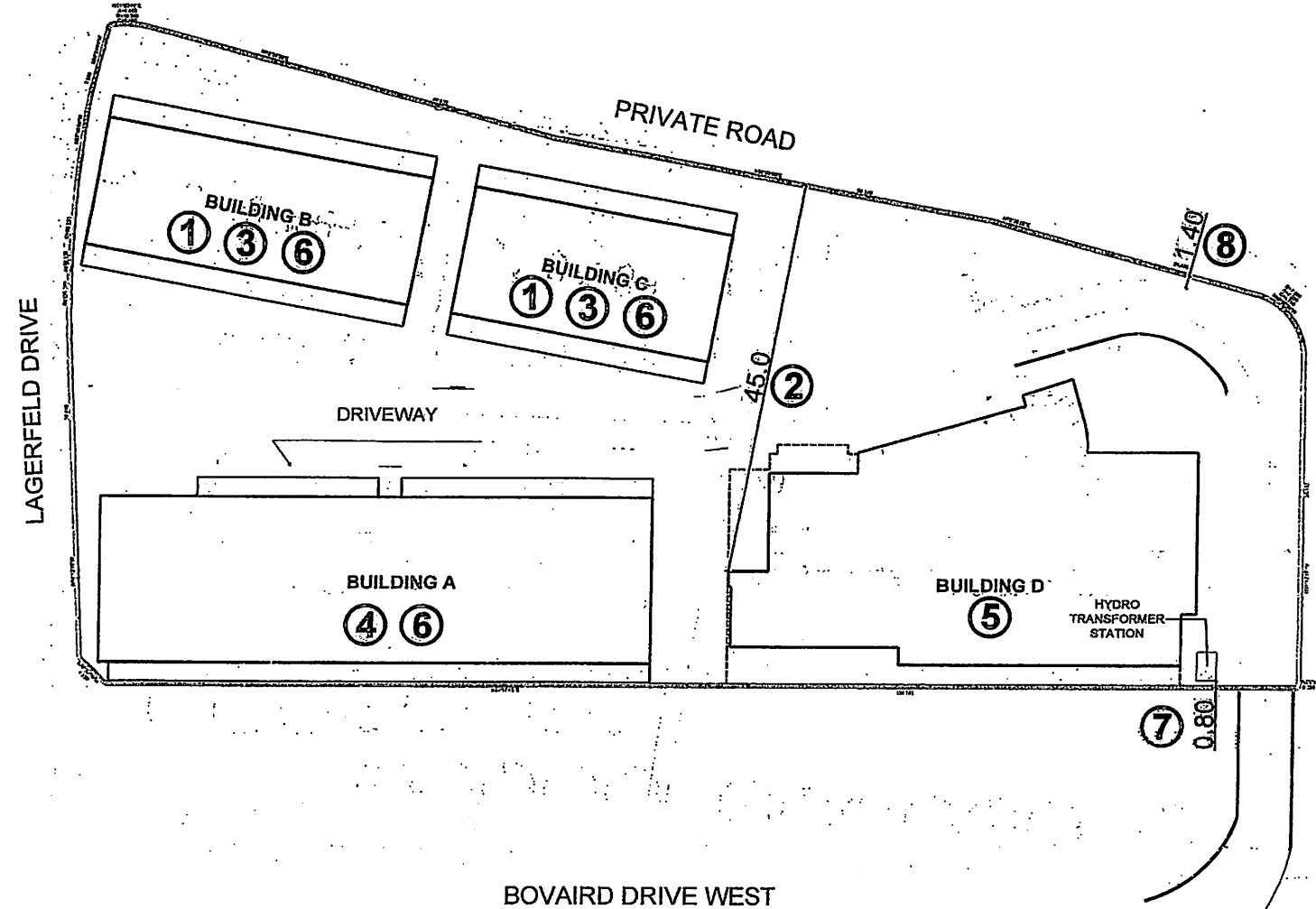
APPLICATION NO: **A19-144**

DATED: **AUGUST 20, 2019**

Conditions:

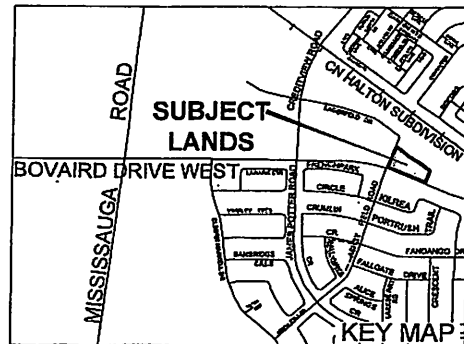
1. That Variances 1, 3, and 6 shall only be permitted within an area bound by the Private Street to the North, Lagerfeld Drive to the West, a 30m setback from the Private Street to the South, and an 80m setback from Lagerfeld Drive to the East;
2. That Variances 2 and 5 shall only apply to Building "D" as shown on the sketch attached to the Public Notice;
3. That the extent of Variances 7, and 8 be limited to that shown on the sketch attached to the Public Notice; and,
4. That failure to comply with and maintain the conditions of the Committee shall render the approval null and void.


Jeanie Myers
Secretary-Treasurer
Committee of Adjustment



Required Variances:

1. To permit stacked townhouse dwellings that may be separated by a common rear wall and do not have rear yards whereas the site-specific zoning by-law does not permit stacked townhouse dwellings.
2. To permit a maximum setback of 45m from a private road whereas the site-specific zoning by-law requires a maximum 7.5m setback.
3. To permit a minimum building height of 3 storeys whereas the site-specific zoning by-law requires a minimum building height of 6 storeys.
4. To permit a maximum floor space index of 4.5 whereas the parent zoning by-law requires a maximum floor space index of 1.0.
5. To permit a maximum tower floor plate size of 860m² whereas the site-specific zoning by-law requires a maximum tower floor plate size of 800m².
6. To permit a minimum ground floor height of 3.0m whereas the site-specific zoning by-law requires a minimum ground floor height of 4.5m.
7. To permit a minimum setback of 0.8m from Bovaird Drive West for a hydro transformer station whereas the site-specific zoning by-law requires any structure to be setback a minimum of 1.5m from Bovaird Drive West.
8. To permit a minimum of 1.4m landscape buffer between a driveway and a private street whereas the site-specific zoning by-law requires minimum landscape buffer of 1.5m.



COMMITTEE OF ADJUSTMENT MINOR VARIANCE SKETCH PLAN DANIELS CHOICE MOUNT PLEASANT CORPORATION

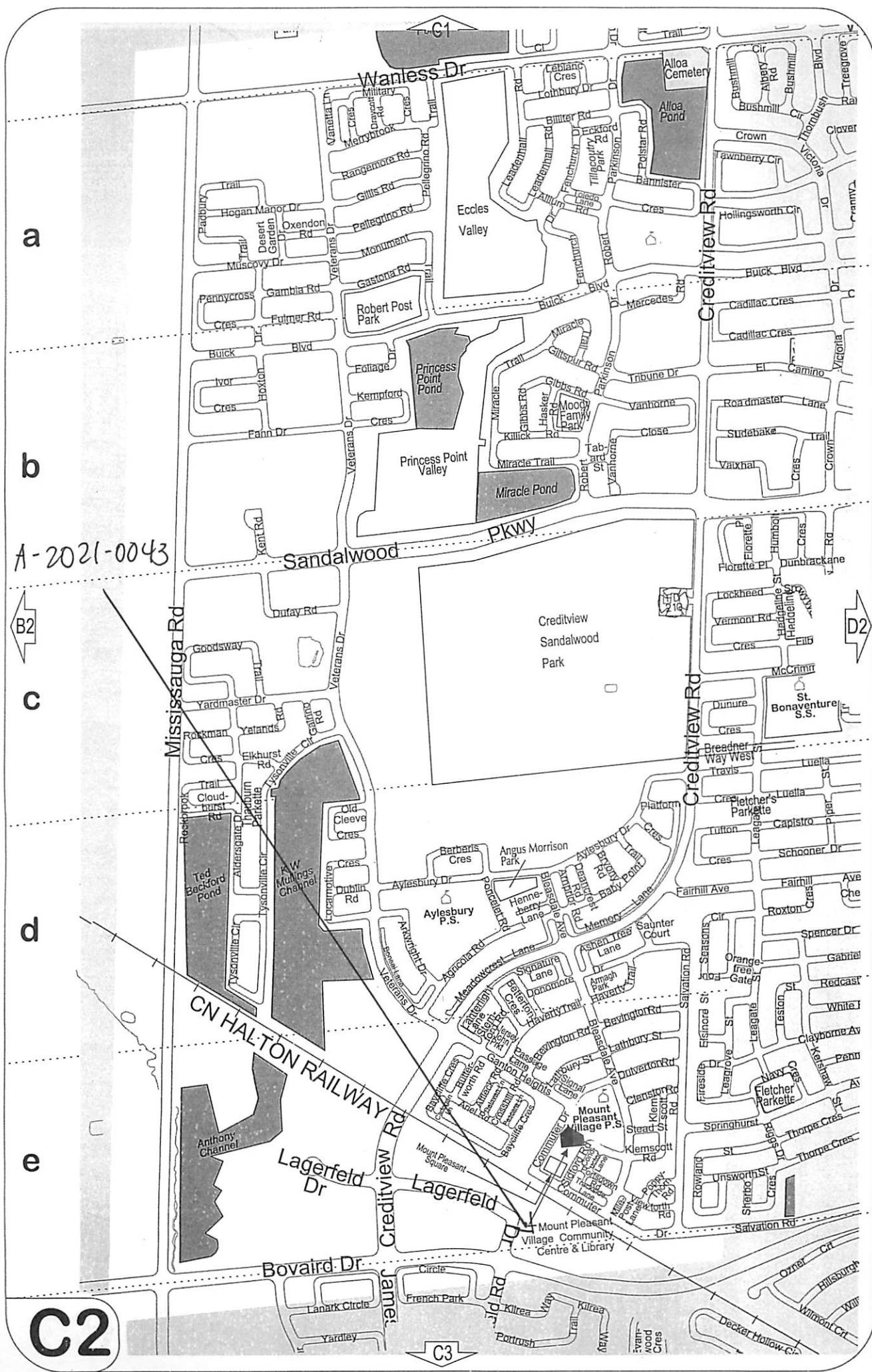
BLOCK 4, PLAN 43M-1927
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

 Subject Lands - 0.83ha (2.05ac)



SCALE 1:750
JULY 23, 2019

GSAI
Glen Schnarr & Associates Inc.



a

b

c

d

e

A-2021-0043

C2

C3