

Date: 2021-07-07

File: OZS-2022-0011

Secondary Title: Recommendation Report

Application to Amend the Official Plan and the Main Street North Development Permit System By-law

(To permit two, 48-storey mixed-use buildings containing 1149 residential units and 1,400 m² of commercial uses at grade)

SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.)

199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street

Ward: 1

Contact: Allan Parsons, Director, Development Services

Allan.Parsons@brampton.ca, 905-874-2063

Report Number: Planning, Bld & Ec Dev-2022-671

Recommendations:

1. THAT the report titled: **Recommendation Report, Application to Amend the Official Plan and the Main Street North Development Permit System By-law, SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.) 199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street, Ward 1 (File: OZS-2022-0011)**, to the Planning and Development Committee Meeting of July 25, 2022, be received.
2. THAT the application to amend the Official Plan and Main Street North Development Permit System By-law, submitted by SGL Planning and Design Inc. on behalf of Bristol Place Corp. (Solmar Development Corp.), Ward 1, File: OZS-2022-0011, be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and is consistent with the goals and objectives of the City's Official Plan, and for reasons set out in this Recommendation Report.
3. THAT it is determined that no further notice be given in respect of the proposal and that no further public meeting be held.

4. THAT the amendment to the Official Plan, including the Downtown Brampton Secondary Plan, generally in accordance with the Official Plan amendment attached as Appendix 12 of this report, be adopted.
5. THAT the amendment to the Main Street North Development Permit System By-law, generally in accordance with the amending development permit system by-law attached as Appendix 13 to this report, be adopted.

Overview:

- This report recommends that the application to amend the Downtown Brampton Secondary Plan (Area 7) and the Main Street North Development Permit System By-law be approved.
- The applicant is proposing to develop the land with two 48-storey mixed use buildings with 1,149 residential units and ground floor commercial uses.
- The lands are located within an Anchor Mobility Hub in the Official Plan.
- The Peel 2051 Regional Official Plan Review indicates that the site is located within a proposed Major Transit Station Area (MTSA).
- The proposed Downtown Brampton Secondary Plan amendment will update the policy relating to the Proposed Development Permit System Area: Main Street North Development Permit System Area (DPS) that will provide guiding principles for the development of the site.
- The site is within a Commercial Mixed Use Three – Development Permit System (CMU3-DPS) district in the Main Street North Development Permit System By-law. Following the enactment of the proposed Zoning By-law, attached as Appendix 13, it will permit the number of units, at-grade commercial and the general building configuration proposed by the applicant.
- The proposed Official Plan amendment and Main Street North Development Permit System By-law represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe, and the general goals and objectives of the Regional Official Plan, and the City of Brampton Official Plan.
- The mandatory Public Open House under the Planning Act was held on May 9, 2022. Twenty-four individuals attended.
- The statutory Public Meeting for this application was held on May 16, 2022. Six members of the public attended this Meeting and written submissions were received. Details of the Public Meeting and the written submissions are included in Appendix 9 and Appendix 10 of this report.
- The proposal is consistent with the 2018-2022 Term of Council Priorities by supporting the A City of Opportunities theme. The proposal is consistent with the direction of revitalizing existing neighbourhoods, and building complete and sustainable communities to accommodate growth for people and jobs.

Background:

This application was received on April 5, 2022, and has been reviewed for completeness and found to be complete in accordance with the *Planning Act*. On June 14, 2022, a formal notice was issued deeming the application complete on April 28, 2022.

Prior to the submission of the formal application, the applicant had requested and received support from Council for Minister's Zoning Order as permitted under Section 47 of the Planning Act for the proposed development. Following City Council's support on September 29, 2021, the City has submitted a request to the Minister of Municipal and Housing Affairs. At the time of drafting of this report, a Minister's Order has not been issued.

Current Situation:Proposal:

The applicant is proposing a mixed-use development on a 0.7 hectare (1.72 acre) site. Details of the proposal are as follows (see Appendix 1 to 1E).

- 2 towers – 48-storeys in height;
- Residential Gross Floor Area (GFA) of 70,513 square metres;
- Commercial GFA of 1,638 square metres
- A total of 1,149 residential units comprised of:
 - 602 one bedroom units;
 - 535 two bedroom units; and
 - 12 three bedroom units.
- A total of 466 parking spaces:
 - 351 for residents;
 - 115 for visitors; and,
 - All parking is to be located within a below grade parking structure;
- 1 access point from Thomas Street; and,
- A Floor Space Index (FSI) of approximately 12.

Property Description and Surrounding Land Use:

The site has the following characteristics:

- Is located at 199-221 Main Street North, 34-44 Thomas Street and 4 Market Street generally north of Market Street, on the west side of Main Street North;
- Has a total area of 0.7 hectares (1.72 acres);

- Has frontage of approximately 107 metres along Main Street North, 21 metres along Market Street, and 117 metres along Thomas Street;
- Is occupied by 10 residential buildings or commercial buildings that were converted from single detached dwellings. A number of trees and some vegetation are also located on the site.

The surrounding land uses are described as follows:

North:	single detached dwellings;
East:	Main Street North, beyond are 2-storey buildings used for residential and commercial purposes
West:	Thomas Street, beyond are 2-storey single detached dwellings; and,
South:	Market Street, beyond is a high density development consisting of a 10 and a 14-storey building.

Summary of Recommendations:

This report recommends that Council approve the proposed Official Plan amendment and the Main Street North Development Permit System By-law amendment generally in accordance with Appendix 12 and Appendix 13, respectively. These documents will be used to implement a future application for a Development Permit, which will evaluate the detailed design of the site.

Planning Analysis Summary:

This proposal has regard for matters of provincial interest that are set out in the *Planning Act*. The application to amend the Official Plan and the Main Street North Development Permit System By-law is consistent with the Provincial Policy Statement, the vision of the City's Official Plan, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan. The proposal represents good planning.

The property is located within the *Downtown Brampton Anchor Mobility Hub*, an *Urban Growth Centre* and the Main Street North *Primary Intensification Corridor* as indicated in the City of Brampton Official Plan, which are intended to be areas of intensification. The proposed development will be transit-supportive and offer a pedestrian-friendly design that will be expected to be developed with high quality architectural treatment.

The various studies submitted by the applicant in support of the application have been reviewed by City staff as well as staff from circulated public agencies, demonstrating that the proposed development is appropriate from a technical perspective. Some reports/studies require further review and approval. As such, the proposed Development Permit By-law amendment includes provisions that these reports/studies be approved prior to the issuance of a Development Permit for the development.

For more information with respect to the planning analysis for this proposal, please refer to Appendix 8 – Detailed Planning Analysis.

Matters of Provincial Interest:

Planning Act:

This development proposal has regard for matters of Provincial interest as set out in Section 2 of the *Planning Act*. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water services, as well as waste management. It also ensures the orderly development of safe and healthy communities by providing high density residential development in an area planned for intensification and diverse land uses as noted in the Official Plan. It will provide for adequate amenity area and recreational facilities to serve the needs of the residents.

The proposed development offers a range of one-bedroom, two-bedroom, and three bedroom units that will serve a diverse range of income and age groups. Further, the proposed development will provide direct access to transit and is located near existing and future retail and institutional services within walking distance, which will encourage active transportation making this site appropriate for a high-density development. Through the detailed design process, the architectural and landscape design will be reviewed with the intention of offering a built-form that is well-designed and encourages a sense of place.

The proposed Official Plan and Main Street North Development Permit System By-law amendment represents orderly development in a location that is suitable for growth and development due to its proximity to existing and planned transit options, and nearby retail, recreational, community and commercial services.

Provincial Policy Statement (PPS):

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The proposed development optimizes the use of land and takes advantage of existing infrastructure within the settlement area, while contributing to the mix of uses offered in Brampton. Staff is satisfied that the proposed development is consistent with the applicable sections of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe:

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) supports the achievement of complete communities through more compact building forms and opportunities to provide a diverse range of housing options. The proposed residential unit types, sizes and densities provide a diversity of housing options that will cater to a variety of income levels and housing needs. In addition, the location of the site in the Downtown, and the future development of the site with a mix of residential and retail uses is an element that will facilitate a complete community and further diversify housing options. This development proposal conforms to the applicable sections of the Growth Plan.

Municipal Planning Documents:

Region of Peel Official Plan:

The Region of Peel Official Plan provides a long-term policy framework that is used to manage Peel's growth and development. The intent of the Regional Official Plan is to manage resources, direct growth and establish a basis for providing Regional services in an efficient and effective manner. The proposal conforms to relevant policies of the Regional Official Plan by directing urban redevelopment to within the urban boundary to help optimize the supply of available land.

The proposed development conforms to the *Urban Growth Centre* and *Regional Intensification Corridor* designation with respect to including a range and mix of high intensity compact forms and activities while facilitating transit-supportive and pedestrian-oriented urban forms. Further, the development utilizes existing servicing and transit infrastructure, provides a compact built form, offers direct access to transit, and incorporates a site design that provides a high-quality public realm and supports active transportation.

City of Brampton Official Plan and the Downtown Brampton Secondary Plan:

The City's Official Plan and associated Secondary Plans are intended to guide development and infrastructure decisions on issues related to land use, built form, transportation and the environment. Both documents intend the Downtown to be developed as a multi-modal, mixed use area with transit supportive densities and intended as the major location for mixed-use development including residential and a range of office, retail institutional and community service facilities. The policies within these documents aim to promote the intensification and improvement of the Central Area as a major focus of commercial and community activity, and promote an increase in the resident population to create a market for local serving retail, commercial and service uses.

The applicant has applied for an Official Plan amendment to the Downtown Brampton Secondary Plan, and has submitted the background studies to support the approval of this development application. These studies were reviewed by City staff and external agencies, and as a result of this review, it has been determined that the proposed development application is generally supportable based on the attached Official Plan amendment (Appendix 12), and amending Development Permit System By-law (Appendix 13).

Application Evaluation:

A detailed description of the evaluation of this proposal against existing provincial and municipal planning documents and policies can be found in Appendix 8 – Detailed Planning Analysis.

Community Engagement:

The application was circulated to City Departments, external commenting agencies and property owners within 240 metres of the subject property, exceeding the *Planning Act* requirement of 120 metres for such applications. The correspondence received from residents and commenting agencies are included as Appendix 10 – Correspondence Received, and Appendix 11 – Results of Application Circulation, respectively. Notice signs were placed on the subject lands to advise members of the public that the

development application to amend the Official Plan and the Main Street North Development Permit System By-law was filed with the City.

A virtual Public Open House as required by the *Planning Act* was held on May 9, 2022. 27 individuals registered for the open house and 24 individuals attended.

A Statutory Public Meeting for this application was held on May 16, 2022. Six individuals made representation before the Planning and Development Committee. A number of written submissions were also submitted with respect to this application. Details of the Statutory Public Meeting and the written submissions from residents are included in Appendix 9 and Appendix 10 of this report.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this application. Revenue that was collected through the development application fees is accounted for in the approved operating budget.

Economic Implications:

The Brampton Downtown is a primary location for intensification, given that it will be supported by the highest level of transit. The increased density will provide additional population to support nearby commercial establishments located within walking distance. This is expected to enhance the vitality and viability of the area and the commercial establishments found in the Downtown.

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities:

This application to amend the Official Plan and the Main Street North Development Permit System By-law is consistent with the *A City of Opportunities* theme. The proposal will result in the development of an underutilized site and will add to the diversity of housing and commercial options that are offered in Brampton. It will be consistent with the planned function as defined in the Official Plan, provide access to a transit supportive development, and is an example of efficient use of land and resources within built-up areas.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will realize the full potential of Brampton's historic Downtown and making it a priority. This report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic.' The proposed development supports Brampton 2040 Vision 2 – Jobs and Living Centres by taking an underutilized site and developing it with transit supportive residential and commercial uses by taking advantage of height and density.

Conclusion:

Staff recommends approval of the Official Plan and Development Permit System By-law amendments (attached as Appendix 12 and 13), as the following have been satisfied:

- The application is consistent with the Provincial Policy Statement, the goals and objectives of the Official Plan, and conforms to the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan;
- The proposed development provides an opportunity to direct growth to an existing settlement area and contribute to a range of housing and commercial options;
- The proposed development is located within an *Anchor Mobility Hub* and an *Urban Growth Centre*, and is on a *Primary Intensification Corridor* in close proximity to transit options, amenities, and establishments in Downtown Brampton;
- The development will increase the number of residents in the Downtown increasing the market share for future and existing commercial establishments in the neighbourhood; and,
- All technical requirements will be addressed prior to the approval of a Development Permit through studies submitted in support of the proposal and approved by City staff.

As a result of the above, the proposed development represents good planning and is in the public interest.

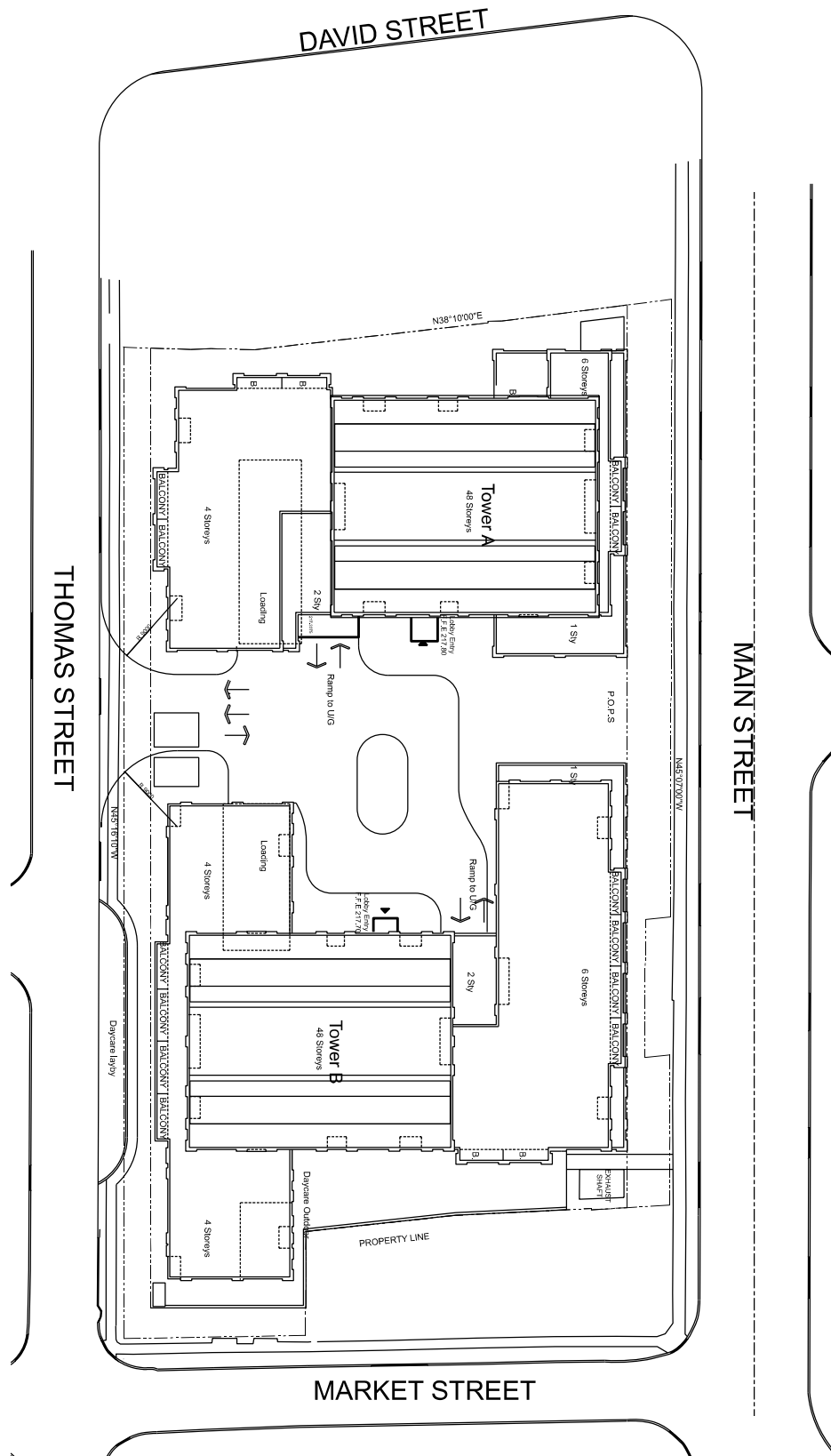
Allan Parsons, MCIP, RPP
Director, Development Services
Planning Building & Economic
Development

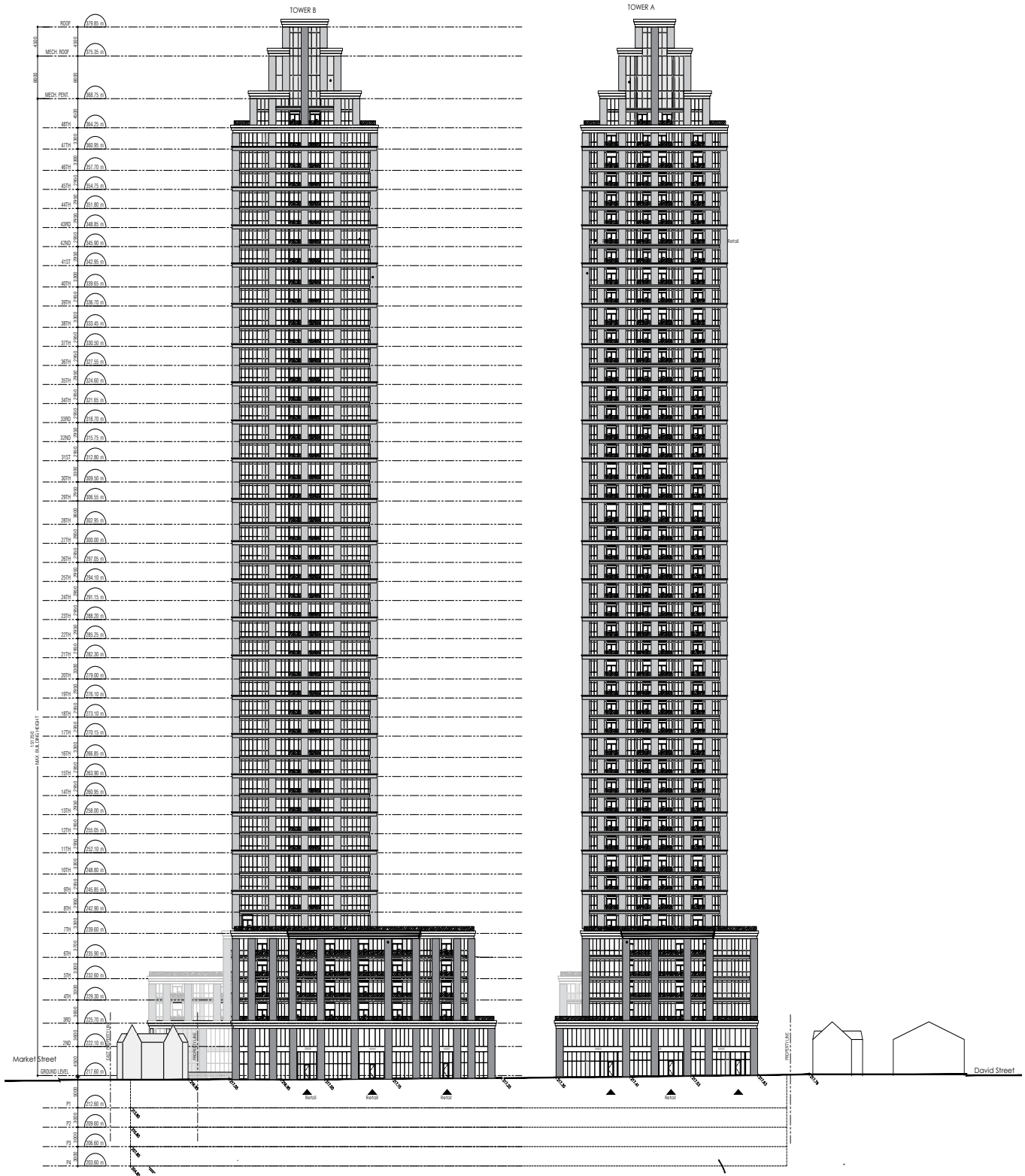
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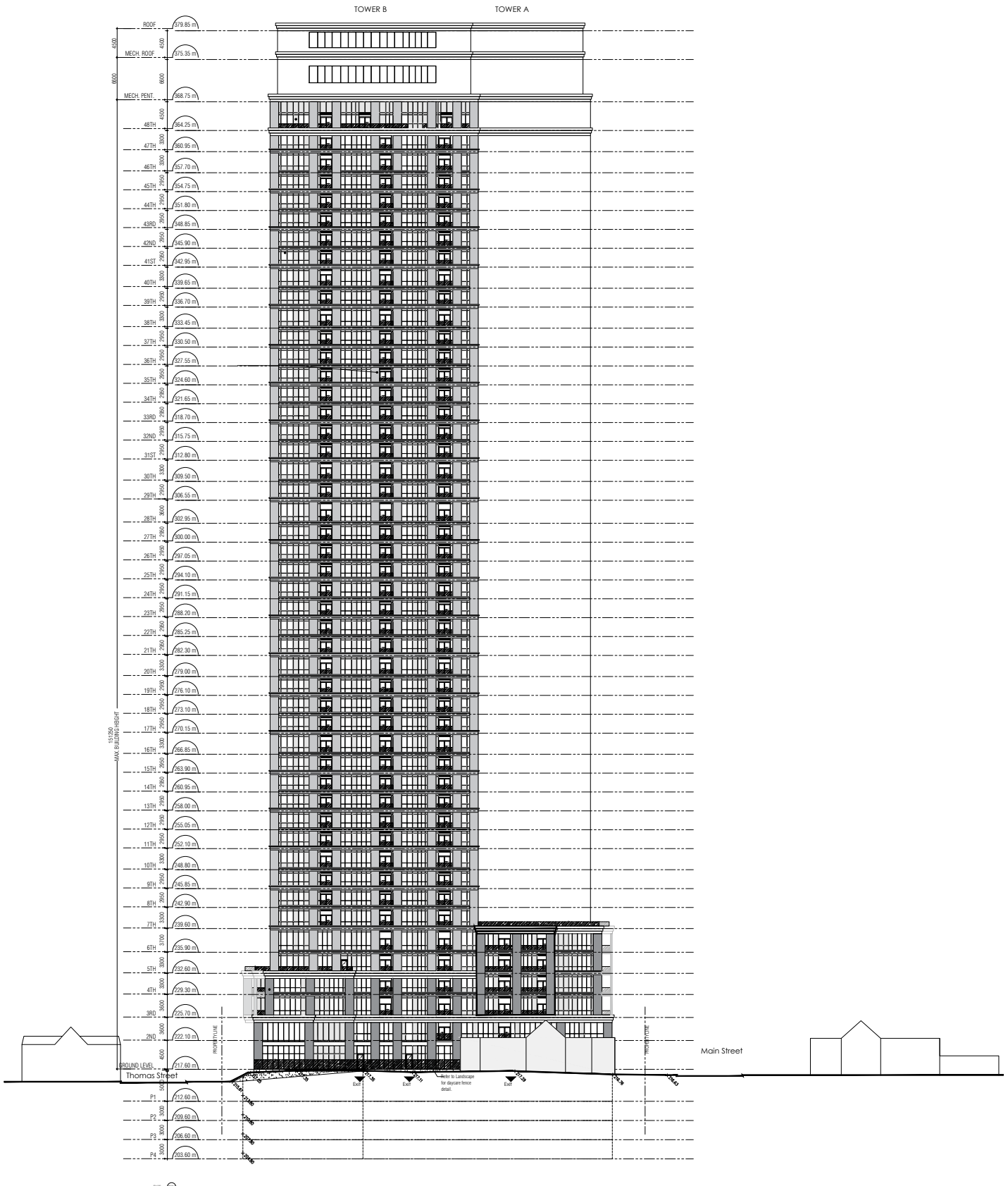
Jason Schmidt-Shoukri, MPA OAA RPP
MCIP
Commissioner
Planning Building and Economic
Development

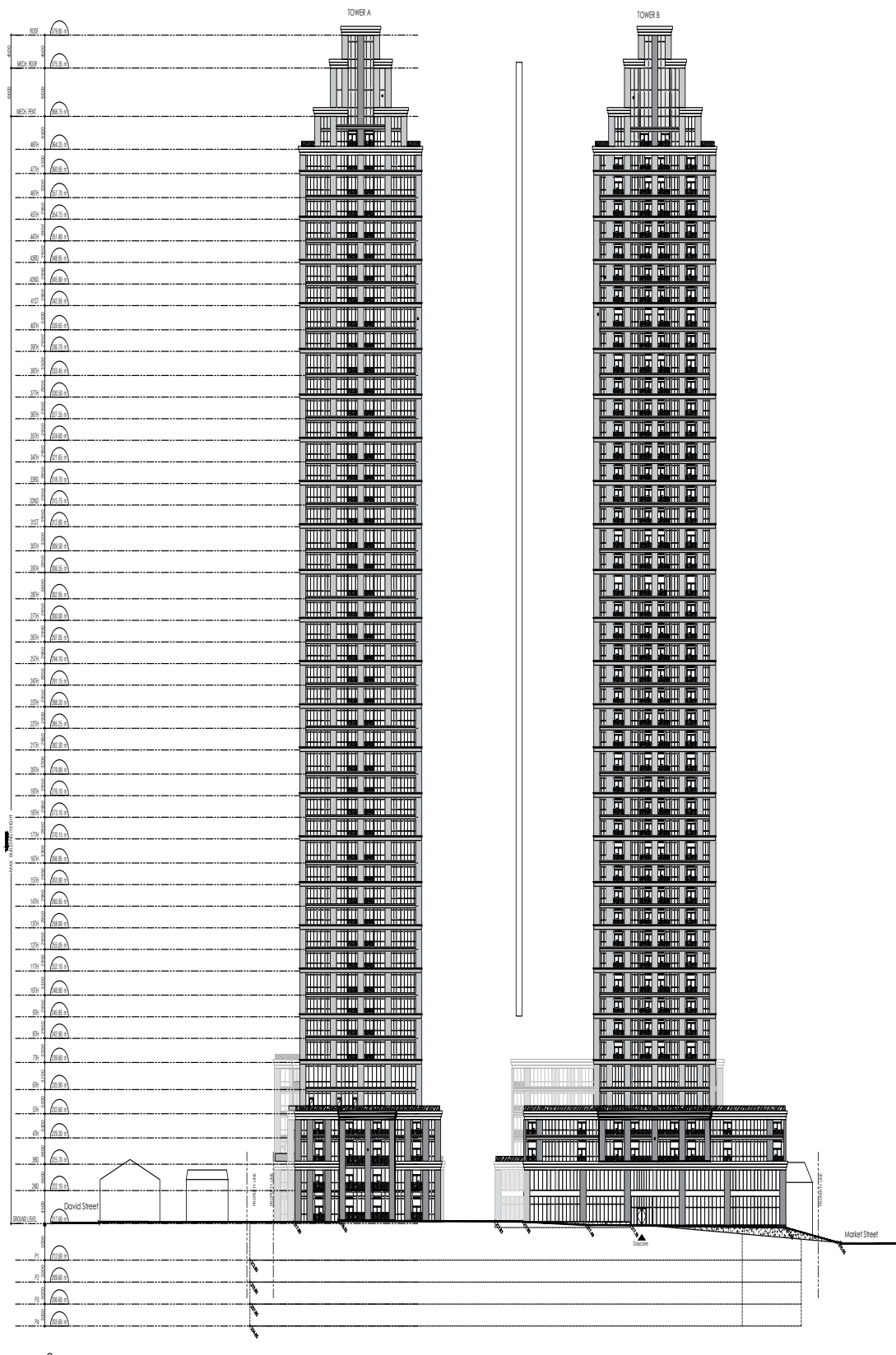
Attachments:

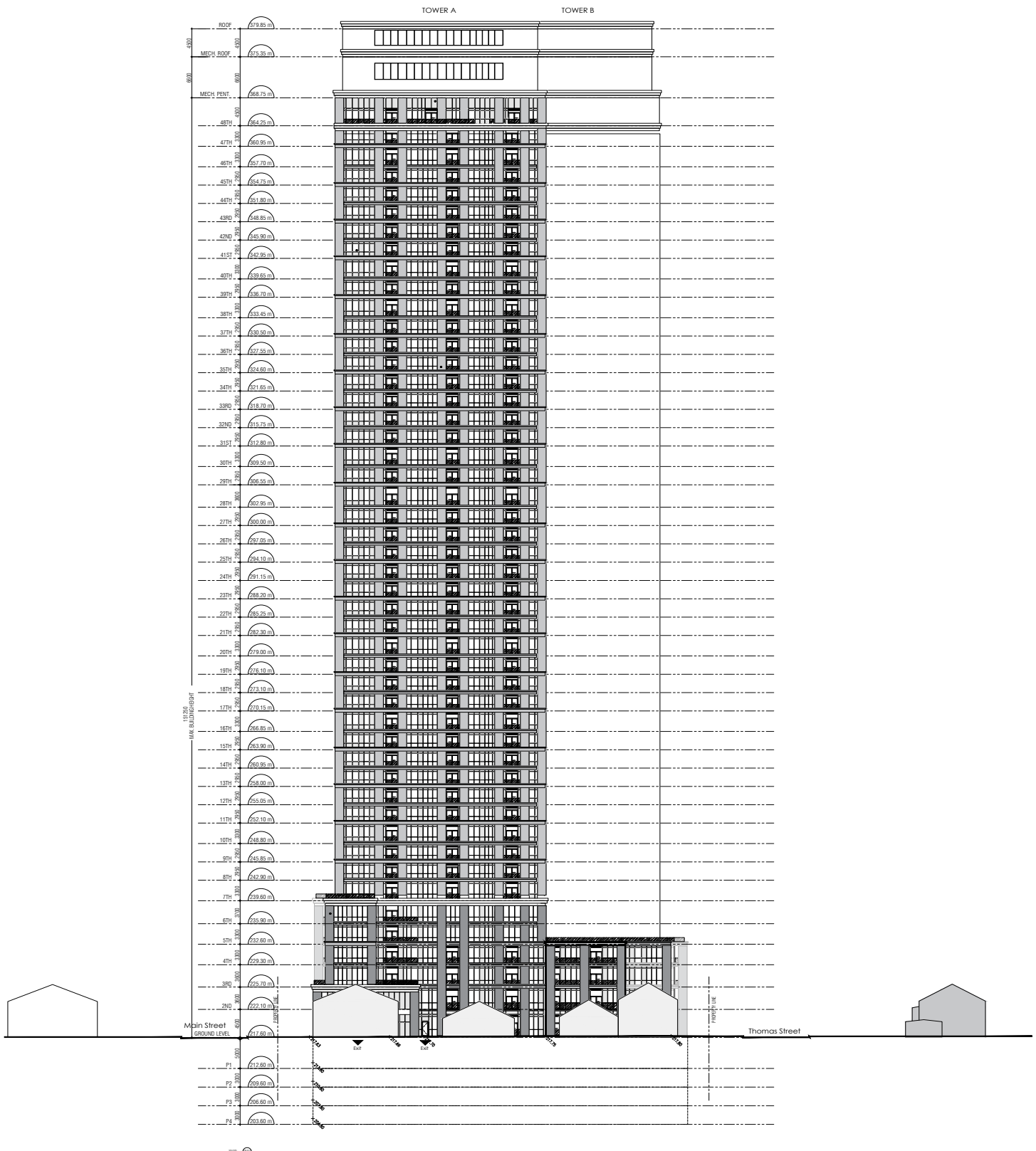
Appendix 1:	Concept Site Plan
Appendix 1A:	East Elevation
Appendix 1B:	South Elevation
Appendix 1C:	West Elevation
Appendix 1D:	North Elevation
Appendix 1E:	Rendering – Looking South
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning Designations
Appendix 6:	Aerial and Existing Land Use
Appendix 7:	Heritage Resources
Appendix 8:	Planning Analysis
Appendix 9:	Results of Public Meeting
Appendix 10:	Correspondence Received
Appendix 11:	Results of Circulation
Appendix 12:	Draft Official Plan Amendment
Appendix 13:	Draft Development Permit System By-law Amendment
Appendix 14:	Sustainability Score Snapshot



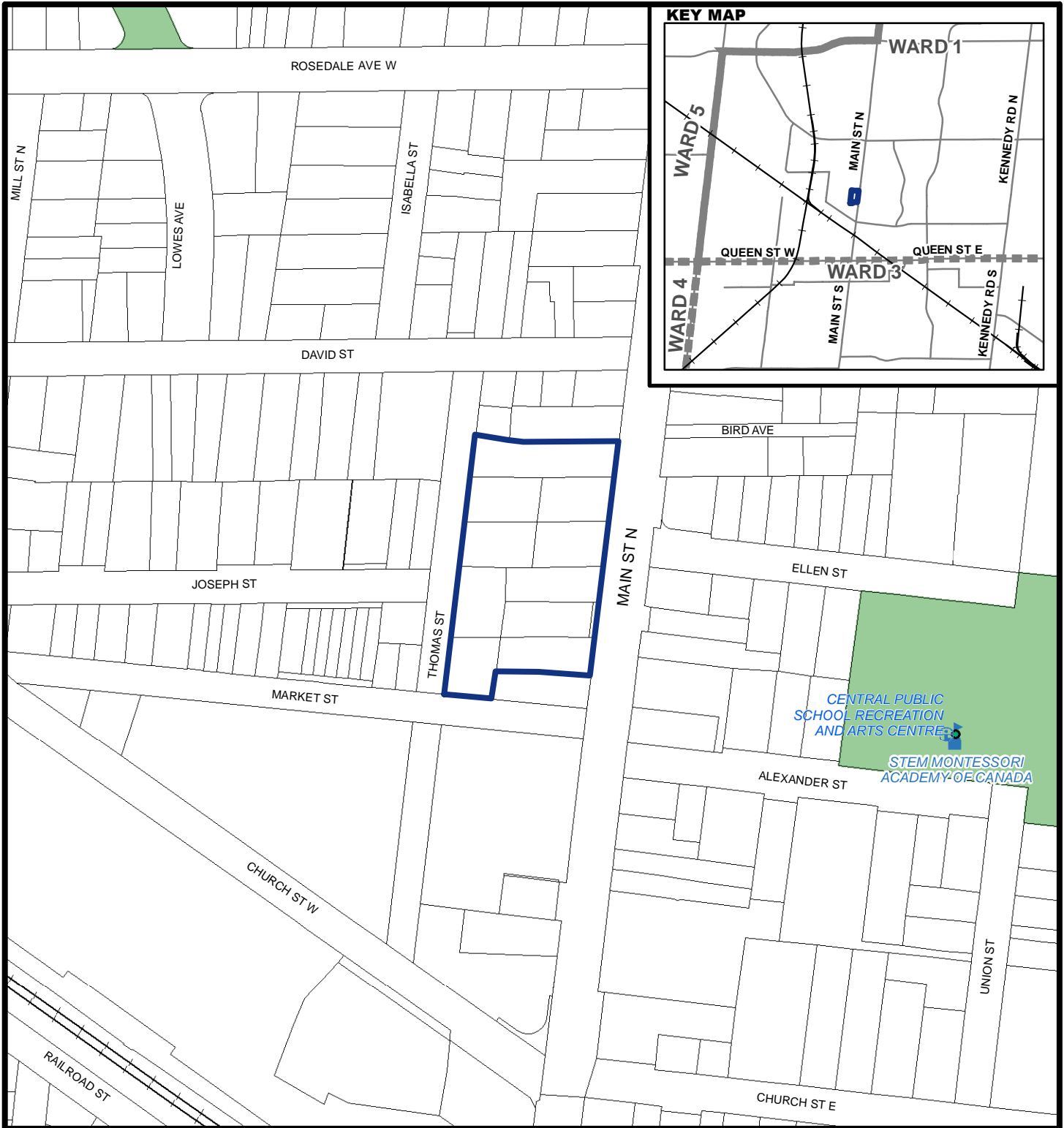






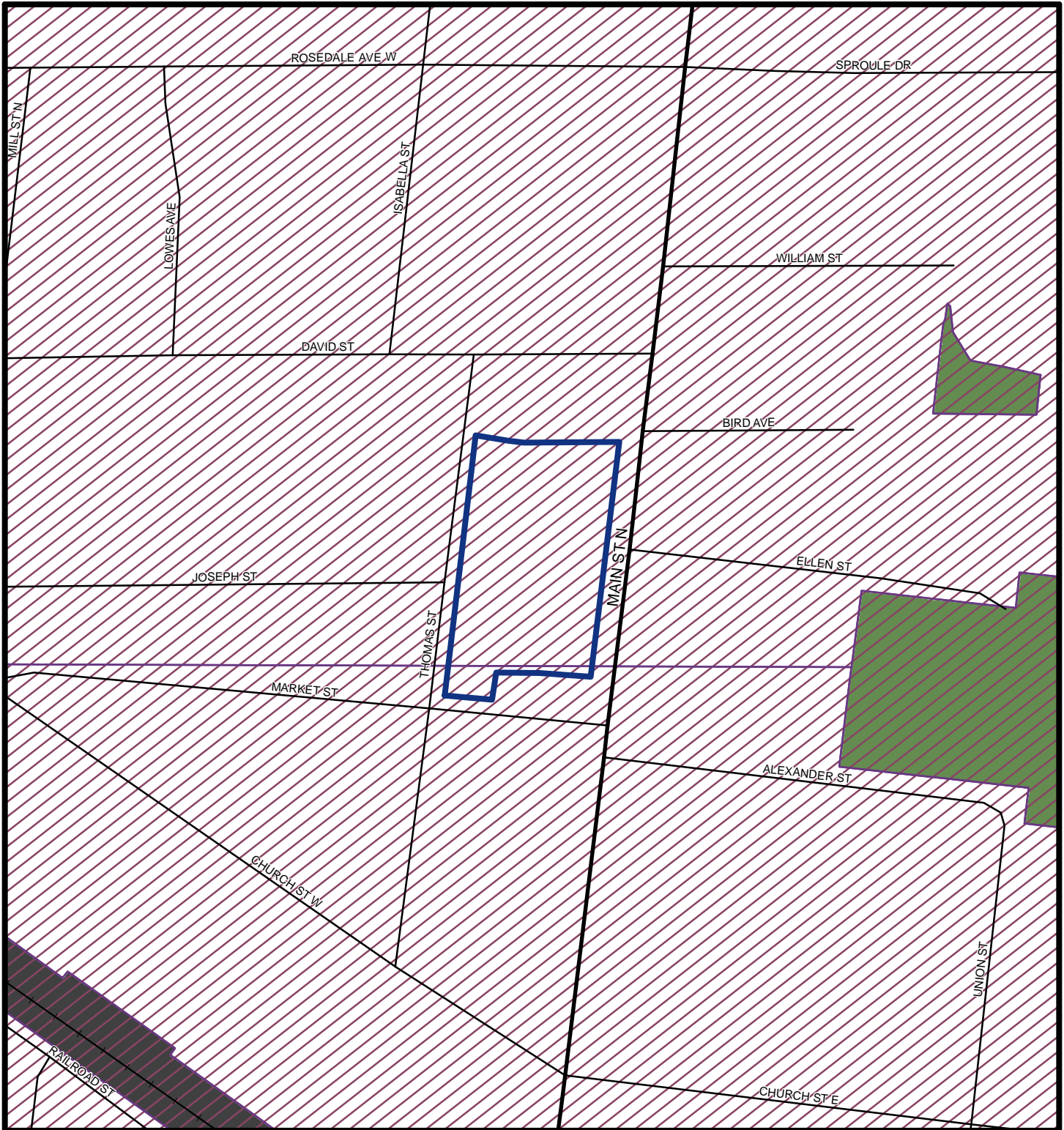




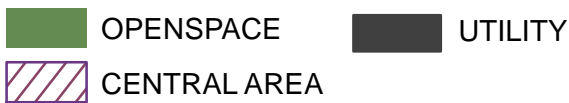


- SUBJECT LAND
- GREENSPACE
- SCHOOLS
- PROPERTY LINE
- RAILWAYS





EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

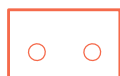


SUBJECT LANDS



EXTRACT FROM SCHEDULE SP7(A) OF THE DOCUMENT KNOWN AS THE DOWNTOWN BRAMPTON SECONDARY PLAN

RESIDENTIAL

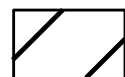


Medium Density

COMMERCIAL

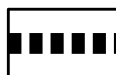


Service Commercial

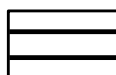


**PROPOSED DEVELOPMENT PERMIT SYSTEM AREA:
MAIN STREET NORTH DEVELOPMENT PERMIT SYSTEM AREA**

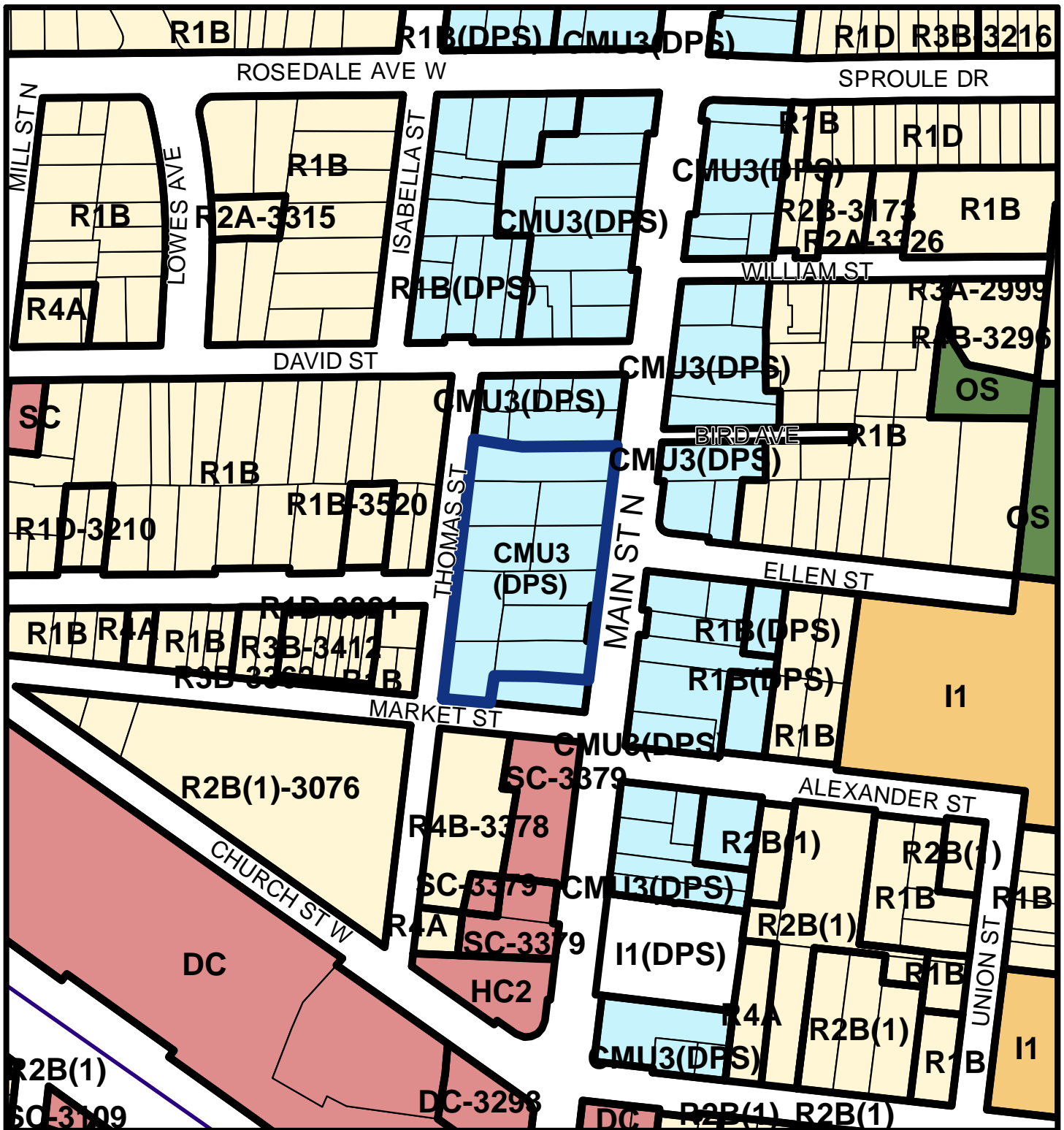
TRANSPORTATION



Minor Arterial Road



Local Road












SUBJECT LAND
 RESIDENTIAL
 INSTITUTIONAL
 DEVELOPMENT PERMIT SYSTEM
 COMMERCIAL



AERIAL PHOTO DATE: SPRING 2021

Legend

-  SUBJECT LAND
- | | | |
|--|---|---|
|  AGRICULTURAL |  INSTITUTIONAL |  ROAD |
|  COMMERCIAL |  OPEN SPACE |  UTILITY |
|  INDUSTRIAL |  RESIDENTIAL | |



PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



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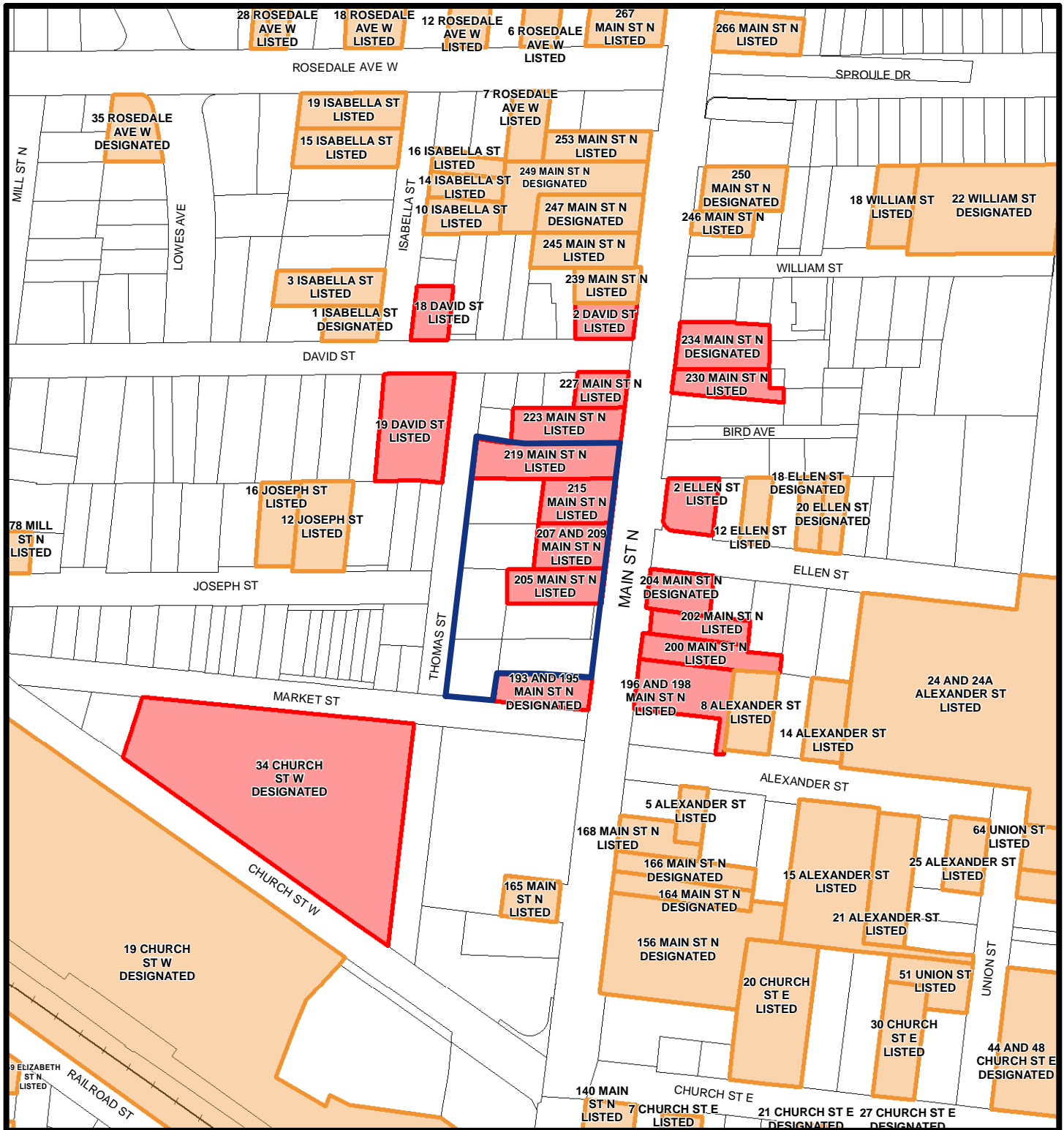
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Author: ckovac

Date: 2022/04/05

**APPENDIX 6
AERIAL & EXISTING LAND USE
SGL PLANNING AND DESIGN INC.
BRISTOL PLACE CORP.**

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- SUBJECT LAND
- HERITAGE PROPERTIES OUTSIDE 50M
- CITY LIMIT
- HERITAGE PROPERTIES WITHIN 50M

Detailed Planning Analysis

City File: OZS-2022-011

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Downtown Brampton Secondary Plan (Area 7) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical and well designed manner that supports sustainable long term economic viability.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2 of the *Planning Act*:

Section 2(d) - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Section 2(e) - the supply, efficient use and conservation of energy and water;

Section 2(f) - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

Section 2(h) - the orderly development of safe and healthy communities;

Section 2(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

Section 2(j) - the adequate provision of a full range of housing, including affordable housing;

Section 2(l) - the protection of the financial and economic well-being of the Province and its municipalities;

Section 2(o) - the protection of public health and safety;

Section 2(p) - the appropriate location of growth and development;

Section 2(q) - the promotion of development that is designed to be sustainable,

to support public transit, and to be oriented to pedestrians.

Regard for these sections is reflected in the proposed Official Plan and Development Permit System By-law Amendments that:

- Support orderly development and appropriate growth in the area;
- Rely on the existing water, sanitary, storm, and existing/planned transit services;
- Provide a land use that is compatible with the surrounding land uses and the future vision for the area;
- Respect the financial and economic wellbeing of the City and support local business;
- Rely on a road network that is walkable;
- Support public transit and oriented to pedestrians;
- Respect features of significant architectural, cultural, and historical interest;
- Efficiently use and conserve the use of energy and water;
- Constitute orderly development of safe and healthy communities;
- Benefit from the existing educational, health, social, cultural and recreational facilities; and,
- Support adequate provision of a full range of housing, including affordable housing.

Provincial Policy Statement (2020)

The Provincial Policy statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement as outlined below.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through

provincial plans, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

1.7.1 *Long-term economic prosperity should be supported by:*

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*

1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*

- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*

2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

PPS Analysis:

This site is located within a settlement area that is defined in provincial and municipal planning documents. The Official Plan also identifies the property as being in an *Anchor Mobility Hub Area*, within the *Urban Growth Centre*, and on a *Primary Intensification Corridor*. These are areas where intensification is encouraged. The proposal for two 48-storey mixed-use towers with 1149 units and ground floor commercial uses delivers high density development intended to utilize lands that are within the urban context and makes efficient use of existing services by redeveloping and intensifying a site ensuring there is no unnecessary land consumption and servicing costs by utilizing the existing infrastructure that will service the proposed development.

It is expected that due to the location of the property in Brampton's Downtown, and in close proximity to public service and commercial facilities, transit, and the existing transportation network, the future residents will take advantage of active transportation modes, which minimizes motor vehicle usage, facilitating a reduction in greenhouse gas emissions. The Urban Design Brief Submitted with the application notes that the development will adhere to sustainability principles by implementing green building features such as green/landscaped roofs, using native tree and shrub species and implementing low impact development features. Note that the Sustainable Development Summary completed for this project indicates a score of 44, which is a *Bronze* standard. Through detailed design, staff will work with the applicant to improve this score. The intensification of the property and the use of existing services satisfy Sections 1.1.1a, 1.1.1e, 1.1.2, 1.1.3.1, 1.1.3.2a, 1.1.3.2b, 1.1.3.2c, 1.1.3.2d, 1.1.3.2e, 1.1.3.2f, 1.1.3.3, 1.1.3.5, 1.1.3.6, 1.4.1, 1.4.3e, 1.6.7.2, 1.6.7.4, 1.7.1c, 1.8.1 of the Provincial Policy Statement.

There are no expected environmental or public health concerns associated with this proposal. The Toronto and Region Conservation Authority (TRCA) have noted that the property is not located within a regulated area. This satisfies 1.1.1c of the Provincial Policy Statement.

The increased density on this site will provide improved natural surveillance that is expected to enhance public safety. The proposed development has been designed

so that it has a compact built form while also considering risks to public health and safety through the architectural and landscape design. Through the detailed design stage, the design of the site will be further refined, and staff will ensure that Crime Prevention through Environmental Design (C.P.T.E.D) principles are incorporated into site design. This satisfies 1.1.3.4 of the Provincial Policy statement.

The proposed Official Plan and Development Permit System By-law amendment will provide development standards that will allow for a compact development form and the opportunity to increase the stock of residential units, offering a range of one to three bedroom residential units. The proposed unit mix contributes to the provision of a range of housing types that will meet the needs of current and future residents. The proposed development accommodates additional housing in a location that is in close proximity to available infrastructure and public services facilities, including transit and the Downtown. The Planning Justification Report submitted by the applicant also notes that the development will diversify the City's housing stock and contribute to the provision of more affordable market ownership housing options. The range of units, and the provision of affordable housing opportunities that are identified satisfy conditions 1.1.1b, 1.1.1g, 1.4.3a, 1.4.3b.1, 1.4.3b.2, 1.4.3c, 1.4.3d, 1.4.3f and 1.7.1b of the Provincial Policy Statement.

The proposed development will generate opportunities for recreation and interaction in the community by generating opportunities for residents to conveniently access existing nearby recreational services (e.g. nearby walking paths, the Rose Theatre, Gage Park, walking paths along Etobicoke Creek). Accessibility to recreational facilities satisfies Section 1.5.1(a and b) of the Provincial Policy Statement.

The proposed density will provide additional population to support nearby commercial establishments located within walking distance. This is expected to enhance the vitality and viability of nearby commercial establishments found in the Brampton Downtown. This will help support long-term economic prosperity and satisfies Section 1.7.1d of the Provincial Policy Statement.

A Heritage Impact Assessment (HIA), was submitted in support of this application to evaluate impacts on heritage resources in the area. The HIA recommends, if feasible, the relocation of the structures on 219-221 Main Street North, and the documentation and salvaging of the remaining structures with cultural heritage value of interest. These recommendations and report were accepted by the City of Brampton Heritage Board which was subsequently approved by Council. The HIA report and its recommendations satisfy Section 2.6.3 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Official Plan and Development Permit System By-law amendments are consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The application has been evaluated against the Growth Plan for the Greater Golden Horseshoe. The Growth Plan is designed to support economic prosperity and help communities achieve a high quality of life by planning for complete communities that prioritize intensification, support a range of housing options, and use land efficiently. This application conforms to the Growth Plan as outlined below.

2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and waste water systems; and*
 - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
 - iv. areas with existing or planned public service facilities;*
- d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate*

people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*

e) provide for a more compact built form and a vibrant public realm, including public open spaces.

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) encourage intensification generally throughout the delineated built-up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

2.2.3.1 *Urban growth centres will be planned:*

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*

- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
 - c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
 - d) *to accommodate significant population and employment growth.*
- 2.2.3.2 *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
 - b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*
- 2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
- 2.2.4.2 *For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
- 2.2.4.10 *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*
- 2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*
- 2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential*

developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment*

Growth Plan Analysis:

This property is located within a settlement area and an urban growth centre that is defined in provincial and municipal planning documents. The development is taking place within a delineated built boundary that has access to existing municipal water and wastewater systems. The applicant is proposing to develop the site with apartment buildings that incorporate one to three bedroom units, adding to the overall housing stock in Brampton. This will provide additional choices and opportunities for housing for people at different stages of life, household sizes and incomes. In addition, intensifying the site will place residents within walking distance of public services, commercial establishments, transit as well as open spaces and parks facilitating the achievement of complete and healthy communities. This is expected to reduce the number of automobile trips that are generated by the development.

The intensification of the site will contribute to the Growth Plan target of achieving 50 percent of all development within the built-up area. Further, the proposed density of 1880 units/hectare will help the City meet its goals for intensification within an *Urban Growth Centre*.

The proposed development is compact in form, provides a range of housing options and is close to nearby amenities. As such, the proposal satisfies Sections 2.2.1.2 (a, c and d), 2.2.1.3 (a and c), 2.2.1.4 (a to e), 2.2.2.1(a), 2.2.2.3, 2.2.3.1, 2.2.3.2, 2.2.4.1, 2.2.4.2, 2.2.4.10, 2.2.6.2, 2.2.6.4 of the Growth Plan.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth. The site is located within the *Urban Boundary* and is designated *Urban System* in the Region of Peel Official Plan. The proposed Official Plan and Development Permit System By-law amendments to implement this proposal conform to the Regional Official Plan as outlined below.

Cultural Heritage Objectives:

- 3.6.1.1 *To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations.*

Cultural Heritage Policies

- 3.6.2.3 *Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Tourism, Culture and Sport's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.*
- 3.6.2.4 *Require and support cultural heritage resource impact assessments, where appropriate, for infrastructure projects, including Region of Peel Projects.*
- 3.6.2.8 *Direct the area municipalities to only permit development and site alteration on adjacent lands to protect heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The Urban System Objectives:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment,*

- intensification and mixed land use; and*
- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Urban Growth Centres and Regional Intensification Corridor Objectives

- 5.3.3.1.1 *To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.*
- 5.3.3.1.2 *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.*
- 5.3.3.1.3 *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- 5.3.3.1.4 *To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.*

Urban Growth Centres and Regional Intensification Corridor Policies

- 5.3.3.2.1 *Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional – as designated and/or defined in are municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).*
- 5.3.3.2.3 *Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*
- b) the provision of opportunities for residents to live and work within the urban growth centre;*
 - c) the establishment of a higher intensity compact form, with a wide range and mix of land uses;*
 - d) the provision of a transit-supportive and pedestrian-oriented urban form.*

Growth Management Objectives

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major*

transit service areas.

5.5.1.5 To optimize the use of the existing and planned infrastructure and services.

5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Growth Management Policies

5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.

5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

Intensification Objectives:

5.5.3.1.1 To achieve compact and efficient urban forms.

5.5.3.1.2 To optimize the use of existing infrastructure and services.

5.5.3.1.3 To revitalize and/or enhance developed areas.

5.5.3.1.4 To intensify development on underutilized lands.

5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.

5.5.3.1.6 To optimize all intensification opportunities across the Region.

5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Intensification Policies

5.5.3.2.2 Facilitate and promote intensification.

5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.

5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the built up area.*

5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually will be within the built-up area.*

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;

5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

Housing Objectives:

5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

Housing Policies:

5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

Inter and Intra-Regional Transit Network Objectives:

5.9.5.1.1 *To support and encourage a higher use of public transit and an increase in transit modal share within the region.*

5.9.5.1.4 *To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

Inter and Intra-Regional Transit Network Policies:

5.9.5.2.10 *Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

Region of Peel Official Plan Analysis

The objectives of the Regional Official Plan are to achieve sustainable development by establishing healthy, complete, compact communities that offer a wide range and mix of housing, employment, recreational and cultural activities as well as supporting multi-modal transportation. In addition, policies direct new growth to the built-up areas and the urban growth centres which are expected to absorb a significant amount of new residential growth. This is intended to be accomplished through intensification that is able to support transit and multi-mode transportation.

As multi-story residential buildings with ground floor commercial, located within the *Urban Growth Centre*, and the *Urban System*, the proposal represents a dense, compact urban form that supports the objectives of these designations. The proposed development will efficiently use the existing service infrastructure to provide a range of residential units within a compact development form. The increase in density, combined with its close proximity to municipal services, commercial establishments, parks, open space, major bus routes and the Brampton GO Transit station, means that residents will be able to take advantage of the range of services and opportunities that are available in the vicinity of the site.

The proposed development and associated Official Plan and Development Permit System By-law amendments will help promote the Urban System Objectives 5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5, Urban Growth and Regional Intensification Corridor Objectives 5.3.3.1.1, 5.3.3.1.2, 5.3.3.1.3, 5.3.3.1.4, Growth Management Objectives 5.5.1.1, 5.5.1.5, 5.5.1.6, Intensification Objectives 5.5.3.1.1, 5.5.3.1.2, 5.5.3.1.3, 5.5.3.1.4, 5.5.3.1.5, 5.5.3.1.6, 5.5.3.1.8, Housing Objectives 5.8.1.1 and Inter and Intra Regional Transit Network Objectives 5.9.5.1.1, 5.9.5.1.4.

The development also conforms to Urban System Policies 5.3.2.2, 5.3.2.3, 5.3.2.6, Urban Growth and Regional Intensification Corridor Policies 5.3.3.2.1, 5.3.3.2.3, Growth Management Policies 5.5.2.1, 5.5.2.2, Intensification Policies 5.5.3.2.2, 5.5.3.2.3, 5.5.3.2.4, 5.5.3.2.5, 5.5.3.2.7, Housing Policies 5.8.2.3, and Inter and Intra Regional Transit Network Policies 5.9.5.2.10.

As noted in this report, the applicant evaluated impacts on cultural heritage resources located in the vicinity of the subject site through their approved Heritage Impact Assessment, which was endorsed by the City of Brampton Heritage Board and the City Council. In light of this, the proposed heritage mitigation measures conform to Cultural Heritage Objectives 3.6.1.1 and Cultural Heritage Policies 3.6.3.3, 3.6.2.4, 3.6.3.8.

Based on the above, staff is satisfied that the proposed Official Plan amendment and Zoning By-law conforms to the Region of Peel Official Plan.

City of Brampton Official Plan:

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Plan.

The site is designated *Central Area* in *Schedule A – General Land Use Designations* and is located within the *Urban Growth Centre* in *Schedule 1A – Urban Growth Centre*. The vision for lands within this designation and within the *Urban Growth Centre* is to continue reinforcing the role as a focal area for investment, institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. The lands designated *Central Area* are a major preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses.

The City's Sustainable Planning Framework directs a significant amount of new growth to the City's existing built up area, with a focus on higher intensity in the Central area. The intent of this intensification is to provide complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

The property is also located within an *Anchor Mobility Hub*. Anchor Mobility Hubs are regional transportation hubs, providing interregional, regional and local transit connections to the City's Urban Growth Centre and other Urban Growth Centres across the Greater Toronto Area.

The property has frontage along Main Street North which is designated as a *Primary Intensification Corridor*. Primary Intensification Corridors are planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service.

The following Official Plan Policies are applicable to the application:

3.1 Residential

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.*
- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Conserve land resources by optimizing opportunities for infill, intensification*
- *Develop, healthy, sustainable complete communities that are compact,*

transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.

- *Respect and enhance the existing built, social, and environmental context to instill a sense of pride and identity and contribute to the stability and vitality of the community.*

3.2. *Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.*

3.2.1.1 *Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*

- Accommodate a significant portion of population and employment growth;*
- Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- Provide high quality public open spaces;*
- Support transit, walking and cycling for everyday activities;*
- Develop in a compact form that will efficiently use land and resources,*
- Optimize the use of existing and new infrastructure and services;*
- Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- Achieve an appropriate transition of built form to adjacent areas.*

3.2.2.1 *By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*

3.2.5.2.2 *Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height.*

3.2.6.1 *Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to*

accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

- 4.1.2 The Central Area, including the Urban Growth Centre, as designated on Schedules "1" and "A", serves as the major location for free-standing or mixed-use development including:*
- i. A full range of office, retail and service activities;*
 - ii. A variety of residential uses;*
 - iii. Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
 - v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
 - vi. Major transit infrastructure.*
- 4.2 Brampton's residential policy will focus on the following:*
- i. Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
 - iii. Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
 - v. Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*
- 4.2.1.8 Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*
- 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*
- i. Variety of housing types and architectural styles;*
 - ii. Siting and building setbacks;*
 - vi. Incorporation of multiple unit dwellings and apartments*
- 4.10.9.2 The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act and the Municipal Act in*

implementing and enforcing the policies of this section. These shall include but not be limited to the following:

- ii. Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District;*
- iii. Using zoning by-law provisions to protect heritage resources by regulating such matters as use, bulk, form, location and setbacks;*
- iv. Using the site plan control by-law to ensure that new development is compatible with heritage resources.*

4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

(For clarity the following policy is referenced in Section 4.11.3.1.3:

4.11.3.1.1 Mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;*
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- Servicing (i.e. loading, garbage, parking);*
- Separation between commercial and residential;*
- Access to transit;*
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- Build along the streetline and maintain common setback; and,*
- Ground floor uses.*

4.11.3.2.1 Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule "A", and subject to the policies of this Plan.

4.11.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.

4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed

development.

- 4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*
- 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*
- 4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*
- 4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.8.1 Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

Official Plan Analysis:

Land-use and Intensification

Similar to the Provincial and Regional planning documents discussed so far in this report, a major theme in the Official Plan is intensification. Intensification as part of a growth strategy enables more efficient use of existing infrastructure including transit, parks, municipal and health services and water and waste water infrastructure. The Official Plan encourages compact, transit supportive growth by including policies that direct high-density development within the *Central Area*, the *Urban Growth Centre*, the *Anchor Mobility Hub*, and *Primary and Secondary Intensification Corridors*. The proposed Official Plan and Development Permit System By-law amendments conform to Official Plan policies by:

- Introducing new residential and commercial growth in the *Central Area* and in the *Urban Growth Centre*;
- Providing transit supportive development within an *Anchor Mobility Hub* and along a *Primary Intensification Corridor*;
- Designing the development so that it is compact;
- Utilizing existing infrastructure;
- Providing an affordable housing option;

- Encouraging the use of transit which will facilitate the reduction of greenhouse gas emissions, promotes energy efficiency through the use of existing services; and,
- Using urban design principles and guidelines to provide appropriate transition to adjacent residential areas.

The proposal on the subject site supports the policies of the Official Plan. The *Central Area*, *Urban Growth Centre*, *Anchor Mobility Hub* and *Primary Intensification Corridors* have or are planned to have an intensive concentration of residential development, in conjunction with employment, shopping, and recreational facilities. These are areas that are intended to develop with the highest density in the City of Brampton, and are areas that are planned to accommodate a large proportion of the City's population growth in order to support transit and other nearby amenities and services. As a compact 48-storey high-density mixed use development close to the Downtown, and the Downtown Brampton GO Station, the proposal supports the City's compact form, transit-supportive densities, and housing mix envisioned by the Official Plan. This development also supports the City's sustainable planning framework and will facilitate the achievement of approximately 26,500 residential units within the built-up area and a minimum density of 200 units/hectare within the Urban Growth Centre by 2031.

Intensification is expected to continue in the vicinity of the property. The benefits of the intensification of the site, which is expected to deliver additional residential units, and commercial floor area, satisfies sections 3.1, 3.2, 3.2.1.1(i to vii), 3.2.2.1, 3.2.3.2, 3.2.3.3, 3.2.5.2.2, 3.2.6.1, 4.1.2(i to iii and v-vii), 4.2, and 4.2.1.8 of the Official Plan.

The proposal will add to the amount and range of unit types providing:

- 602 one-bedroom units;
- 535 two-bedroom units; and,
- 12 three bedroom units.

The provision of this collection of units satisfies section 4.2.1.14 of the Official Plan.

Urban Design:

The proposed redevelopment of the property aligns directly with several of the City's policies concerning areas of intensification and the development of high-rise buildings. These policies are intended to ensure areas of intensification are developed while ensuring interesting and superior urban design.

The property is located just north of the main commercial area of Brampton's Downtown in close proximity to the Downtown Brampton GO Station. Official Plan policies indicate that this area is expected to accommodate taller buildings, which will generate greater walkability and transit supportive densities. The design of the site is intended to promote an urban feel that will be expanded and enhanced as the area develops. Through detailed design, staff will work to ensure the site and building reflect high quality architectural and landscape design that will enhance the public realm.

Additionally, the site and building design screens the operational aspects of the proposal. All parking and service functions such as loading facilities, and garbage storage will be located below grade. The design strategies proposed will be further reviewed and refined through a future site plan application.

Through detailed design, more detail will be required to ensure that the impacts to heritage properties in the vicinity are mitigated to the greatest degree possible.

Provisions in the proposed Development Permit System By-law amendment will rely on accepted urban design principles that will create the ability for the site to be developed in a manner that is consistent with this development proposal.

This proposed development satisfies section 4.10.9.2, 4.11.3.1.2, 4.11.3.1.3, 4.11.3.2.1, 4.11.3.2.3, 4.11.3.2.5, 4.11.3.2.7, 4.11.3.3.1, 4.11.3.3.3, 4.11.3.3.4, and 4.11.3.8.1 of the Official Plan. Based on the above, staff is satisfied that the proposed Official Plan and Development Permit System By-law amendments conform to the City of Brampton Official Plan.

Secondary Plan:

Downtown Brampton Secondary Plan (Area 7)

The property is designated *Proposed Development Permit System Area - Main Street North Development Permit System (DPS) Area* in the Downtown Brampton Secondary Plan (Area 7). New investment for lands within this designation is generally supported, while maintaining and enhancing the character of Main Street North.

Section 5.7 and 9.4 of the Secondary Plan are policies establishing the DPS area and provide guidance and procedures with respect to the content of a DPS By-law. Among the other relevant policies in the Secondary Plan, only *DPS* Secondary Plan policies that help evaluate a development application are included in the list of policies outlined below.

The application has been evaluated against the General Vision and Objectives and the Cultural heritage policies of the Secondary Plan. These include:

5.2.5.1 Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households.

5.7.2.1 It is the goal of the Main Street North Development Permit System Area to protect and enhance the character of the district and to encourage its transition into a diverse, liveable, safe, thriving and attractive component of the historic Downtown precinct and the City as a whole. Main Street North has several distinct sub-character areas that have specific attributes that will be addressed through detailed policies and objectives.

6.1.1 The general intent of this chapter is to promote the development and

maintenance of an efficient transportation network that will:

- i. promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;*

- 6.2.2 Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.*
- 7.1 The Downtown Brampton Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Fletcher's Creek. New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.*
- 7.2 New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.*
- 8.2.2 All physical development and redevelopment activity in the Downtown Brampton Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.*
- 8.2.3 In this Secondary Plan Area, the City shall promote development which reinforces the district character principles of: pedestrian orientation, human scale massing, mixed-use projects, heritage conservation, urban forest protection and enhancement, transit accessibility and the ceremonial functions associated with City Hall.*
- 8.2.4 The primary node in the Downtown Secondary Plan will be "The Four Corners." This primary node will provide opportunities for enhanced pedestrian and visual amenities within the Secondary Plan Area and the enhancement of the numerous existing landmark buildings and the landscapes within the district.*
- 8.2.5 The two primary visual corridors in the Downtown Secondary Plan are Queen Street and Main Street. These corridors will provide the primary visual orientation for the Secondary Plan and the focus for the enhanced pedestrian and visual amenities.*
- 8.5.4 When a development proposal may impact a heritage resource, the City may request the preparation of a cultural heritage resource assessment. This assessment should provide information and present recommendations about how to mitigate the development impacts on identified heritage resources, and will be prepared to the satisfaction of the City, the Heritage Board and other*

appropriate authorities having jurisdiction.

9.4.6 Density and/or Height Increases

- a) Notwithstanding maximum densities or heights that may set out in the policies for a Development Permit System Area and related By-law, the maximum permitted height and/or density may be exceeded in site specific areas set out in the detailed policies for a particular Development Permit System Area, in exchange for contributions towards a public facility, service or matters.*
- b) These public benefits include, but are not limited to:*
 - i. the provision of parking for use by the public;*
 - ii. the provision of transit infrastructure above standard City requirements in relation to a development permit application;*
 - iii. the provision of public art or contribution to a City art program;*
 - iv. the dedication of lands to a public authority for active park purposes beyond standard City requirements for dedications or provision of cash-in-lieu;*
 - v. preservation and integration of any identified heritage resources beyond standard City requirements;*
 - vi. Provision of off-site community improvements to the streetscape, parks and open space and other elements of the public realm.*
- c) Increases in height shall not create adverse negative impacts including wind and shadow and the proposal shall be compatible with the character and scale of the surrounding neighbourhood.*
- d) Notwithstanding Section 5.12.8 of Part 1 of the Official Plan, and in accordance with regulations set out under Section 70.2 of the Planning Act, in areas subject to a Development Permit System, the general provisions or site specific Development Permit By-law shall:*
 - i. specifically set out a proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the density and/or height of development that may be allowed; and,*
 - ii. identify the area in which a density and/or height increase in exchange for the provision of specified facilities, services and matters may be considered and imposed as a condition of issuance of a Development Permit, prior to any exchange of height and/or density for provision of facilities, services and/or other matters may be considered or undertaken.*
- e) The provision of specified facilities, services and matters in exchange for a specified height and/or density of development shall be set out as a condition in the agreement to a Development Permit approval.*
- f) Consideration for density and/or height increases shall be subject to the policies under Section 5.12 of the Official Plan, as applicable.*

Interim Design Guidelines

- 1.3.1 *The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.*
- 1.3.2 *To promote human-scale development, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back a minimum of 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall be considered where the proposed development is adjacent to existing residential development areas.*
- 1.3.3 *Front yard setbacks are established for different areas of the Downtown Brampton Secondary Plan as follows:*
- i. in the area known as “The Four Corners”, extending north from Wellington Street to Church Street, and west from the CNR underpass to Elizabeth Street, front yard setbacks are pre-determined by existing built form at 0 metres from the right-of-way. New development shall, where appropriate, complement the historic setback pattern, with building fronts setback a maximum of 4 metres from the right-of-way; and,*
 - ii. in the area of Main Street North (from Church Street to Vodden Street), Main Street South (from Wellington Street to the southern limit of the Secondary Plan Area), Queen Street East and Queen Street West, front yard setbacks shall be a minimum of 4 metres and a maximum of 5 metres.*
- 1.3.4 *For new development which proposes a colonnade, the City shall consider relief to the front yard and side yard setback requirements.*
- 1.3.6 *Notwithstanding any of the foregoing setback parameters, new development in the Secondary Plan Area shall complement the existing setbacks of any heritage features to be retained on-site.*
- 1.4.1 *The City shall encourage creative detailing of building facades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.*
- 1.4.2 *The City shall encourage the provision of safe, attractive pedestrian environments which promote walking as a primary means of access within the district. On commercial frontages such pedestrian amenities shall include ample space for sidewalk merchandising, displays, seating, planters, snow storage, bicycle racks.*

- 1.4.4 *The use of overhead shelter through such means as colonnades, canopies, skylights or awnings shall be encouraged for the protection of pedestrian areas against adverse weather conditions. Where the sidewalk space is also used for commercial display purposes, the method of weather protection shall be deep enough to allow pedestrians to pass these displays and still remain under cover.*
- 1.4.5 *All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.*

Downtown Brampton Secondary Plan Analysis

There are a number of goals in the Downtown Brampton Secondary Plan applicable to this site and include:

- To promote the intensification and improvement of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton;
- To provide a distinctive downtown by creating a specialty shopping and office district to serve the future population of Brampton;
- To allow for intensification of use in commercial areas and selected residential areas in a manner that is sympathetic to the historic character of Downtown Brampton
- To promote an increase in the resident population within the downtown to create a market for local serving retail, commercial and service uses;
- to promote the character of Main Street and Queen Street as a strong pedestrian and transit environment;
- To provide for the identification, preservation and protection of heritage resources;
- To ensure that building height and massing of new development is compatible with adjacent residential or commercial areas.

The proposed intensification of the site brings more residents to the area, facilitating a strong pedestrian and transit environment that will support nearby businesses, and increase the use of nearby recreational, and public facilities. The development of this site is anticipated to stimulate further development in the downtown and facilitate rejuvenation of the area.

The proposed development will help achieve the goals of the Secondary Plan due to its density and location within an *Anchor Mobility Hub* near public and private establishments, and close to the Downtown GO Station. The proposed overall site density conforms to the goals outlined in the Secondary Plan. In addition, as noted in policy talk about density bonusing, appropriate community benefits will be procured from the developer in exchange for the increased density and height for the proposed development.

The Secondary Plan provides objectives to ensure the development and maintenance of an efficient transportation network. The promotion of public transit is strongly encouraged

together with a drive to increase ridership to efficiently utilize the existing transit infrastructure and future improvements. The proposed development specifically emphasizes the use of transit by providing convenient, accessible access to transit stations and bus stops. This proposed development satisfies Section 6.1.1(iv).

In 2021, Council adopted a By-law 45-2021 which sets no minimum limits to required parking, other than to provide 0.2 parking spaces per unit for visitor parking within apartment buildings within the Downtown, Central Area, and Hurontario/Main Corridor. The principle is to reduce the reliance on the automobile, and make use of the transit system more desirable. The applicant is proposing a parking rate of approximately 0.4 parking spaces per unit, providing a total of 466 parking spaces, which exceeds the number of parking spaces required. All parking spaces will be located below grade.

The Secondary Plan contains a number of urban design policies and interim design guidelines that serve as a guide to development within the Secondary Plan area. These are intended to guide the built form elements that will create an environment where people want to live, play, shop and work as the development occurs in the Downtown Brampton Secondary Plan area.

The site and building detail design will be reviewed further once a formal development permit application is submitted to review detailed design. At this stage in the approval process, it is noted that the proposal is conceptual in nature, and the studies submitted to date will provide a basis for the detailed design of the proposal. Elements including materials, landscaping, location of amenity areas, pedestrian access, massing/articulation and road widening requirements will be reviewed through the detailed design process. In addition, operational requirements such as the appropriateness of turn radii, below grade parking ramp slopes, site lines, waste management requirements and engineering matters may require adjustment to the building and site design. This detailed review ensures the site is developed in a manner that is functional, while also supporting accepted urban design standards that are generally consistent with the intended principles of the interim design guidelines included in the Secondary Plan. Sections 8.2.2, 8.2.3, 8.2.4, 8.2.5 of the Secondary Plan and Sections 1.3.1, 1.3.2, 1.3.3, 1.3.4, 1.3.6, 1.4.1, 1.4.2 and 1.4.5 of the interim design guidelines are satisfied. The conclusions and acceptance of the Heritage Impact Assessment satisfies Sections 8.5.4 and 1.3.6 (Interim Design Guidelines) of the Secondary Plan.

Official Plan Amendment:

The purpose of the proposed Official Plan amendments (Appendix 12) is to amend the Development Permit System Area: Main Street North section of the Downtown Brampton Secondary Plan Area 7 to add policies that will guide the development of the lands for high density mixed uses that will reflect the current Provincial policies while adding to the City's housing stock for its current and future needs.

The proposed Official Plan amendment will add the following policies to Section 5.7 DEVELOPMENT PERMIT SYSTEM AREA: MAIN STREET NORTH of the Development Permit System Area: Main Street North section of the Downtown Brampton Secondary

Plan Area 7:

- a) Allow the lands to be developed for high density mixed-use development that incorporates a combination of commercial, retail, office, institutional, daycare, and residential uses with a maximum building height of 48-storeys, a maximum podium height of 6 storeys, and a maximum floor space index of 12.
- b) Approximately 1,400 square metres of gross floor area to be dedicated to non-residential uses on the ground floor. Approximately 1,000 square metres of the non-residential uses facing Main Street North shall have direct frontage on the street.
- c) Being located within the Downtown GO Major Transportation Station Area, the development is strongly encouraged to achieve compact transit-oriented development with a diverse mix of housing unit sizes and tenure, and contribute towards affordable housing and housing choice that aligns with the principles and action items of *Housing Brampton 2021*.
- d) Bicycle parking to be provided to serve the users of the development to encourage alternative modes of transportation in lieu of vehicular parking spaces.
- e) Site specific urban design principles to apply to the design of the proposed high density mixed-use buildings.

Staff is satisfied that with the proposed Official Plan amendment, the proposed development conforms to the policies of the Official Plan. In conjunction with the adjacent residential, commercial and institutional uses, and respecting the area's heritage character, it conforms to the intent of the Secondary Plan by creating a well-balanced complete community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities.

Development Permit System By-law Amendment:

This property is located in an area of the City, generally located along Main Street North between Church Street and Vodden Street, which is regulated by the Main Street North Development Permit System (DPS) By-law 230-2012. The DPS By-law provides a policy framework for the area that sets out general goals, objectives and regulations. It provides policies and development standards that are intended to guide decisions for new development or redevelopment in the DPS By-law area.

The site is located in the *Commercial Mixed-use 3 District (CMU3-DPS)*, which permits a mix of commercial, residential and institutional uses. The proposed development does not conform to the Development Permit System By-law. The amending DPS by-law attached to this report (Appendix 13) will facilitate the development of the property with 48 storey mixed use buildings containing 1149 residential units and retail at grade. Special zoning sections and zoning exceptions have been included to address the zoning requirements

of the proposed high density development.

A Development Permit will not be issued until the approval of a number of technical studies submitted in support of the application, and the execution of a development agreement to procure from the developer appropriate community benefits in exchange for the increased height and density in accordance with Section 9.4.6 of the Downtown Brampton Secondary Plan Area 7.

Staff is satisfied that the proposed amendment to the DPS By-law captures the intent of the Official Plan amendment, particularly that relating to high density mixed use development, as well as the vision of the Urban Design Brief, and will facilitate the development of the subject property with a high density mixed use building that fits into the existing/planned residential, retail and institutional development in the area.

Land Use

The application to amend the Official Plan and Development Permit System By-law, proposes a mixed use development containing two 48 storey buildings containing 1149 residential units with retail at grade in accordance with the intent of the applicable Official Plan and Downtown Brampton Secondary Plan Area 7 policies for the Main Street North Development Permit System Area. While most of the apartment units (602 units – more than 52 percent) are planned to be one bedroom units, there will be 535 two bedroom apartment units, and 12 three bedroom apartment units provided in the apartment buildings, making most of the proposed residential units to be more affordable for low and medium income persons. A gross floor area of 1,038 square metres of retail/commercial space, and 600 square metres of day-care will be provided at grade. A total of 466 parking spaces (all underground), including 233 visitor parking spaces will be provided. A total of 578 bicycle parking spaces will be provided at different levels of underground parking. Currently, the only vehicular access to the site is to be from Thomas Street.

Staff have requested the primary vehicular access to be located at Main Street North (facing Ellen Street) as a signalled intersection, and use the one at Thomas Street as a secondary access. This matter will be resolved through revision of the concept site plan and the Traffic Impact Study to be approved prior to approval of a Development Permit.

The site falls within Brampton's 'Built Boundary', where the proposed mixed use development will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The property is located at the intersection of Main Street North (a BRT Corridor) and Market Street (a Collector Road) which provides it with a high degree of connectivity and walkability. Additionally, the property is located in close proximity to the Brampton GO Station which supports regional and inter-regional connectivity and contributes to the creation of complete communities. Furthermore, the site is connected to the existing recreational facilities, parks and open spaces in the area via existing road network.

The proposal will result in a compact and intensified development of a property which is served by the existing municipal infrastructure, supports transit, and is pedestrian friendly. It will also add to the City's stock of housing to meet the current and future needs of the community. In association with the surrounding existing residential development, retail opportunities, and the current/future recreational and institutional facilities, the proposed development will constitute a complete community in accordance with the requirements of the policy framework for the built-up area.

From a density and intensification perspective, the proposal is a good fit for the key location of the property within the City's built-up area, Central Area, Anchor Mobility Hub, Urban Growth Centre, and situated along Main Street North, a Primary Intensification Corridor, served with BRT service, and Brampton GO Station. Architecturally, it is intended that the proposed building will be developed with an attractive architectural design to make it a landmark in the area. The development will be subject to a professionally prepared and City approved Urban Design Brief to ensure that appropriate and compatible building materials, colours and details are applied. Detailed design matters will be addressed through future Site Plan approval process.

The proposed land uses described above are acceptable from a land-use perspective.

Urban Design

An Urban Design Brief dated March 22, 2022 prepared by SGL Planning & Design Inc. has been submitted in support of this application. The vision for the site is to create an intensified built form that will be a landmark feature along Main Street, act as a catalyst for future development in Downtown Brampton, and encourage walkability, active transportation, and transit usage in proximity to the planned higher order transit.

The proposed development is comprised of two 48 storey mixed use buildings (containing 1149 units) and retail at grade with six storey podiums along Main Street North and four storey podiums along Thomas Street. The development will provide shops, a daycare, a Privately Owned Publicly Accessible (POPS), bicycle parking, and spaces for sitting and gathering along Main Street North to ensure an active public realm.

The unit mix is comprised of 602 one bedroom units, 535 two bedroom units, and 12 three bedroom units. Approximately 1,000 square metres of gross floor area will be provided for retail uses, and a day-care over a gross floor area of approximately 400 square metres, both at grade level. Outdoor amenity areas will be provided on the 5th floor and rooftop. A total of 466 parking spaces (all underground), including 233 visitor spaces, will be provided. The proposed development will also include various landscaped features which will be provided along the perimeter of the proposed building. The primary vehicular access point is being proposed from Thomas Street to provide access to the proposed development.

The main building entrances are located along the street edges for better accessibility and to offer pedestrian friendly environment. In addition to a BRT bus stop located on Main Street North, the Brampton GO Station is located at the intersection of Main Street North

and Nelson Street West, providing excellent public transit opportunities to and from the proposed development.

The proposed development will provide a transit supportive built form along Main Street through 6 storey mixed use podiums, ensure transition with adjacent low density residential properties with 4 storey podium along Thomas Street, and establish a unique architectural style along Main Street. The proposal will be designed to contribute to the creation of a sustainable development that facilitates active transportation, implement green building features such as green/landscaped roofs, uses native tree and shrub species, and implement other low impact development (LID) features. The focus of the landscaped areas is to buffer from adjacent sites, preserve /protect existing vegetation on neighbouring properties, and propose replacement tree planting for trees designated for removal within the site.

The proposed development addresses the Vision and Design Goals of the Development Design Guidelines by considering the existing community structure, open space and street network, streetscapes, and overall site planning and built form. Detailed architectural and landscape drawings will be based on the approved Urban Design Brief as part of the future Site Plan Approval application to the City. It is anticipated that the use of the Development Design Guidelines will be emphasized during the detailed design and Site Plan Approval process.

As part of the Urban Design Brief, SGL Planning & Design Inc. has also prepared a Shadow Study in support of the proposed development application to demonstrate the impacts of the proposed high-rise buildings on the subject lands, the surrounding context, and the public realm. The study has reviewed the sun shadow from the proposed buildings during the months of March, June, September, and December to determine shadow impacts on the surrounding sensitive uses and the road network. The Shadow Study has concluded that shadow impacts are deemed to be acceptable during summer as minimal impacts are seen on the neighbouring streets, shadow sensitive properties and open space. However, shadowing impacts will be more pronounced in spring and winter during the morning and afternoon hours.

The proposed development has been purposefully designed and oriented to address certain design principles intended to create a vibrant, street focused development that pays special attention to the interface between the public and private realm. The following built form principles have been applied to the proposed development:

- Placing the building and primary facade parallel to Main Street North
- Locating the building's main entrance along Main Street to maintain visibility
- Providing transition in scale to neighbouring streets by providing a 6 storey podium along Main Street North and a 4 storey podium along Thomas Street
- Limiting tower floor plate size to less than 800m²
- Orienting the tower and podium of the proposed building to Main Street North to define the edge of the street
- Providing building setbacks and stepbacks to create staggered tower blocks and maximize views, natural light and privacy, and reduce downward wind flows

- Providing a minimum 25 metre spatial separation between towers
- Designing the building with a podium base, towers, and unique top that contributes to Brampton's skyline and acts as a gateway to the Main Street North Neighbourhood
- Integrating mechanical penthouses into the roof of the building design with details and material that match the rest of the building
- Providing shade trees for weather and wind protection to make Main Street attractive, interesting, comfortable, and functional for pedestrians
- Providing parapet walls for rooftop outdoor amenity areas to increase the effect of canopies and block wind effects
- Conforming to the active pedestrian edge guidelines by: providing an animated street wall with active commercial and POPS on the ground floor, providing at least 70% facade street frontage, providing at least 75% openings such as doors and windows in the façade zone, locating parking and drop off areas to the rear of the building along Thomas Street.
- Situating entrances for residential uses in the central courtyard of the block, away from retail entrances to clearly differentiate residential and retail areas. Residential entrance areas are enhanced as a focal point through unique paving material, seating areas, and planter boxes.
- Providing retail frontages along Main Street North with transparent storefronts
- Providing large outdoor rooftop amenity areas and indoor amenity areas for residents that include yoga spaces, work stations/wifi zones, and barbeque areas
- Providing balconies above the base of the building along Main Street North
- Providing underground parking
- Providing ramps to underground parking perpendicular to the courtyard driveway to conceal vehicular traffic along Thomas Street
- Providing servicing, loading, and drop off areas to the rear of the building along Thomas Street.

Staff has reviewed the Urban Design Brief (including the Shadow Study), and suggested a number of revisions to the design principles to be addressed in an updated Brief. An updated Urban Design Brief will need to be approved prior to approval of a Development Permit.

Wind Study

A Pedestrian Level Wind Study dated February 28, 2022 prepared by Gradient Wind Engineers and Scientists was submitted to assess the wind conditions for the proposed development. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in the area, the study concludes that subject to mitigation measures for certain areas, wind conditions over the pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. Staff has reviewed the study and advised that the study indicates uncomfortable wind conditions in both seasons where the POPS is proposed. The applicant has been advised to reconsider the design of the POPS space or apply structural and mechanical measures to mitigate the effect of wind in this space.

An updated Wind Study would need to be approved prior to the issuance of a Development Permit.

Heritage Impact Study

The applicant has submitted a Heritage Impact Assessment (HIA) dated April 27, 2022 (and revised on May 11, 2022) prepared by Stantec Consulting Ltd. in support of the application. According to the assessment, the subject lands contain four properties listed on the City's *Municipal Register of Cultural Heritage Resources* (the Register). The HIA includes an assessment of impacts to the listed and designated properties adjacent to the Study Area, as well as a streetscape analysis of Main Street North in connection with the Main Street North Development Permit System (DPS) Area. Determination of cultural heritage value or interest (CHVI) for the 11 properties in the Study Area was undertaken according to the criteria outlined in *Ontario Regulation 9/06* made under the *Ontario Heritage Act*. Four of the properties were determined to have CHVI and Statements of Cultural Heritage Value or Interest were prepared for each property. The impact assessment determined that direct and indirect impacts are anticipated to identified CHVI with the proposed undertaking, and mitigation measures were prepared. The mitigation measures include the following:

- a) Relocation of 219-221 Main Street North;
- b) Delisting of 205, 207-209, 215-217 Main Street North from the City's Register (to allow for the documentation and salvage process to occur);
- c) Preparation of a commemoration plan;
- d) Use of red brick with similar tones to what is currently found along the frontage of Main Street North within the podiums of the proposed development;
- e) Appropriate landscape plan;
- f) Isolation of adjacent listed and designated properties from construction-related activities;
- g) Stabilization measures and protective barriers for the directly adjacent 193-195 and 223 Main Street North; and,
- h) Vibration studies for the adjacent listed and designated properties

Staff has reviewed the HIA and found it to be complete. Meanwhile, the City Council has approved delisting of 205, 207-209, 215-217, and 219-221 Main Street North from the City's Municipal Register of Cultural Heritage Resources (Resolution C137-2022). The recommendations of the HIA will need to be implemented prior to approval of a Development Permit.

Archaeological Assessment

A Stage 1 Archaeological Assessment dated February 14, 2022 prepared by Archeoworks Inc. has been submitted in support of the proposed development. As part of the assessment, a detailed background study was undertaken to provide a record of the study area's archaeological and land use history and present condition. An optional property inspection was not conducted. Background research established archaeological potential within the study area due to the proximity of documented pre-1900 Euro-Canadian

settlement (roadways and historic structures) and several listed and designated cultural heritage resources. The study area proper encompasses four listed properties that are included in the City of Brampton's heritage register. To determine if the archaeological potential classification of the study area is relevant, a desktop review of ground conditions was undertaken using an aerial photograph and orthophotographs from the mid-20th century to the present. This review revealed areas of deep and extensive land alterations (e.g., building footprints, walkways, driveways and parking areas) and areas that retain archaeological potential (e.g., overgrown vegetation and manicured lawns and gardens dotted with trees) within the study area. Considering these findings, the assessment recommends that:

- a) Parts of the study area that were identified as having archaeological potential removed are exempt from requiring Stage 2 AA (extents of these areas to be confirmed during a Stage 2 AA as per Section 2.1.8 of the 2011 S&G).
- b) Parts of the study area that were identified as retaining archaeological potential must be subjected to a Stage 2 AA. These areas must be subjected to test pit survey at five-metre intervals in accordance with the standards set within Section 2.1.2 of the 2011 S&G.
- c) No construction activities shall take place within the study area prior to the MHSTCI (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

Staff has reviewed the assessment and agree with its recommendations. A Stage 2 Archaeological Assessment, and Ministry's acceptance of the Archaeological Assessment will be required prior to approval of a Development Permit.

Environmental Site Assessment

The Phase One Environmental Site Assessment (ESA) dated March 04, 2022 prepared by Soil Engineers Ltd. was submitted in support of this application. Based on the information obtained through record review, available interviews and visual observations recorded during site reconnaissance of the accessible area, the Phase One Environmental Site Assessment (ESA) did not identify Potentially Contaminating Activities (PCAs) on and in the vicinity of the proposed development site, contributing to Areas of Potential Environmental Concern (APEC) on the site. Therefore, the Phase One report did not recommend a Phase Two investigation for the subject site.

Staff has reviewed the assessment and required a more in depth ESA, whose results may lead to a Phase 2 ESA. A Phase One/Two ESA will need to be approved prior to issuance of a Development Permit.

Arborist Report

An Arborist Report prepared by Strybos Barron King was submitted in support of the proposed development. According to the Report, in order to accommodate the concept

site plan for the proposed development, all of the existing trees within the subject site, including one neighbouring tree and one City owned tree require removal. Of these, twenty-four (24) are healthy table land trees. Compensation planting of sixty-two (62) new trees or cash-in-lieu payment will be required. Staff have reviewed the report and required a revised report to be approved prior to the issuance of a Development Permit.

Environmental Noise Study

The applicant has submitted an Environmental Noise Study dated March 02, 2022 prepared by Valcoustics Canada Ltd. According to the study, the significant transportation noise sources in the vicinity are road traffic on Main Street and rail traffic on the Canadian National Railway (CN) Halton Subdivision/GO Kitchener Line. It was confirmed during a site visit that there are no stationary sources in the vicinity with the potential to impact the subject site. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. In order to meet the the applicable transportation noise source guideline limits, the study recommend the following measures:

- a) All dwelling units require mandatory adding air conditioning.
- b) Exterior wall construction meeting Sound Transmission Class (STC) 54 and exterior windows with the following ratings are required to meet the indoor noise criteria:
 - i. Up to STC 37 at Tower A
 - ii. Up to STC 40 at Tower B
- c) 1.2 m high parapet sound barriers are required at the 5th floor southwest outdoor amenity area at Tower B and the 3rd floor large private terraces at Tower A.

Staff has reviewed the Environmental Noise Study and find it to be satisfactory. A detailed Noise Study will need to be evaluated at the Development Permit review stage.

Traffic Impact Study

A Traffic Impact Study (TIS) dated March 2022 prepared by Paradigm Transportation Solutions Limited has been submitted in support of the application. The purpose of the TIS is to review the existing transportation network conditions and assess how the proposed development will impact the surrounding road network. Based on the investigations carried out, the study concludes that:

- a) The study area intersections operate with acceptable levels of service and within capacity during the weekday AM, midday, and PM peak hours.
- b) The proposed development is forecast to generate 306 new vehicle trips in the AM peak hours, and 349 new vehicle trips in the weekday PM peak hours.
- c) The study area intersections are forecast to operate at acceptable levels of service and within capacity. Development of the site is forecast to have a minimal impact on traffic operations in the study area.
- d) There are no conflicts noted with the proposed geometry of the site driveway or internal site layout.
- e) For the day-care pick-up/drop-off area, demand is likely to exceed the available

capacity. However, establishing a suitable split between the external and on-site demand will be sufficient to alleviate the potential issue.

Based on the above analysis, the study recommends that:

- a) The development be approved with no requirement for off-site improvements.
- b) The Region and City monitor the signal timing at the two signalized street intersections.
- c) The size of the pick-up/drop-off area be reconsidered following additional analysis of potential demand.

Staff has reviewed the Traffic Impact Study and required an updated TIS to be reviewed to address issues highlighted in staff comments. An updated TIS would need to be approved prior to the issuance of a Development Permit.

Functional Servicing Report

A Functional Servicing Report (FSR) dated February 2022 (revised in July 2022) prepared by Odan-Detech Group Inc. to evaluate the serviceability of the site with respect to sanitary, water, and storm services, and determine the stormwater management (SWM) strategy that will be implemented to meet the City of Brampton and Region of Peel requirements.

Sanitary Waste Water Disposal

The existing sanitary sewers adjacent to the site contain a 250mm sanitary sewer on the east side of Main Street, a 300mm sanitary sewer on the west side, and a 450mm sanitary sewer draining south. Also a 250mm and a 300mm sanitary sewer along Thomas Street on the north/south side of Joseph Street, respectively. Each building/tower will be provided with a separate sanitary connection. The proposed sanitary connections for the site will both connect to the existing 450mm diameter sewer on Main Street North.

Water

Existing watermain adjacent to the site include a 300mm water main along the Main Street, a 200mm water main along Market Street, and a 150mm water main along Thomas Street. The domestic water supply for the proposed Tower A and Tower B are proposed to connect to the existing 300mm watermain on the East side of Main Street North. Fire flows for the proposed Tower A and Tower B will be supplied by a 200mm PVC incoming fire service proposed to connect to the existing 300mm watermain on Main Street North.

Storm Water Management

Topographic survey data provided by R-PE Surveying Ltd. (dated November 19, 2021) indicates that the existing topography conveys stormwater drainage overland to Main Street North and Thomas Street. The predevelopment system drainage ultimately drains to the municipal right of way.

In order to control the post development flows to the allowable flow rate, on-site storage will be required. Storm runoff from each tributary (tower A and B) area will be controlled through dedicated stormwater management tanks (SWM Tank) below grade in underground parking levels of each building. Rooftop storage will also be utilized to reduce peak flows to the SWM Tank.

The report concludes that the site is serviceable utilizing existing sanitary, storm and watermain infrastructure adjacent to the site. Storm water management can be accommodated with on-site storage. The post development storm design has been maintained below the allowable flow rate for the site for each storm event.

The Region of Peel staff has reviewed the FSR and found it to be satisfactory. The City staff has required that a detailed Storm Water Management Report will need to be approved prior to the approval of a Development Permit.

Sustainability Score and Summary

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 44, achieving the City's Bronze threshold. The proposal meets City's required minimum sustainability standards. Please see the attached Sustainability Score Snapshot at Appendix 14.

Results of Public Meeting

City File: OZS-2022-0011

Monday, May 16, 2022

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present:

Jason Schmidt-Shoukri, Commissioner, Planning, Building and Economic Development
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor
Jeffrey Humble, Manager, Policy Planning, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Carmen Caruso, Central Area Planner, Planning, Building and Economic Development
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Tammi Jackson, Legislative Coordinator, City Clerk's Office

Members of the Public:

Several members of the public made delegations to the Committee.

Results of the Public Meeting:

A meeting of the Planning and Development Committee was held on May 16, 2022, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to the property owners within 240 metres of the subject lands in accordance with City Council procedures and which exceeded the *Planning Act* notice requirements

of 120 metres. Several members of the public attended the meeting and made delegations with respect to this application. A number of members of the public provided correspondence to highlight their concerns.

The delegations to the Committee and the correspondence from the members of the public (Appendix 10) contained the following concerns expressed by the residents:

Issue: Density, Height, Local Businesses, Facilities, availability of services, Area's Character

Several residents raised concerns relating to the proposed density (1149 units) and building height (48 storeys) which may not fit well within the adjacent low density residential neighbourhood and its historical heritage character. It will also have a shadowing impact on the surrounding properties/streets, and wind tunneling impact on the pedestrian-sensitive areas. Some members raised concerns relating to the impact on the availability of parks, recreational opportunities, and services.

Response:

The property is designated Central Area and is located within an Urban Growth Centre, and an Anchor Mobility Hub in Brampton. It is located along Main Street North Intensification Corridor which is a BRT corridor, and adjacent to the Brampton GO Station. In view of its key downtown location with regard to higher order transit, GO train/bus terminal, connectivity to the downtown/other mobility hubs, existing municipal infrastructure, retail and recreational opportunities in the area, the property merits re-development for a high density mixed use development project. In conjunction with the adjacent low density residential development, open space, commercial, office, and institutional opportunities in the area, the proposed development will not only add to the housing options for the residents but also constitute a complete community, and would thereby be a good fit for the downtown area. The at-grade retail options, and the increased population resulting from this transit supportive development will add to the business and employment opportunities, and promote local businesses in the downtown. Relying on the connectedness of the site to the rest of the City/Region through the existing road network and multi-modal transit system, the residents will be able to benefit from the parks, open space, institutional, retail opportunities and services available in the City.

Through the implementation of an Urban Design Brief, it will be ensured that the built form reflects a contemporary architectural aesthetic which respects the heritage character of the neighbourhood, with design excellence to be showcased to provide a positive contribution to the neighbourhood on this site. By way of providing adequate setbacks, the proposed built form will also respect the surrounding neighbourhood, including heritage buildings in the area. It will lead to the creation of a positive street front presence for pedestrians and cyclists.

Issue: Shadow Impact, Wind Tunneling Impact, Tree Protection

Some residents expressed concerns relating to the potential shadowing impact on the surrounding residences, road network and other shade sensitive areas; wind tunneling impact on the pedestrian-sensitive areas, and removal of existing trees from site.

Response:

In order to assess the potential shadow impact from the proposed buildings on the adjacent dwellings, neighbouring streets, and other shadow sensitive properties, a Sun/Shadow Study prepared by Graziani Corazza Architects Inc. was submitted. The study which assessed the shadow impact from the proposed buildings at different hours of the day during summer, spring/fall and winter, concluded that the shadow impacts are deemed to be acceptable during summer as minimal impacts are seen on the neighbouring streets, shadow sensitive properties and open space. However, the shadowing impacts will be more pronounced in spring and winter during the morning and afternoon hours. The applicant has been advised by staff to revise the study to address staff comments. A revised study will need to be approved prior to approval of a Development Permit.

A Pedestrian Level Wind Study dated February 28, 2022 prepared by Gradient Wind Engineers and Scientists was submitted to assess the wind conditions for the proposed development. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in the area, the study concludes that subject to mitigation measures for certain areas, wind conditions over the pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. Staff have reviewed the study and advised that study indicates uncomfortable wind conditions in both seasons where the POPS is proposed. The applicant has been advised to reconsider the design of the POPS space or apply structural and mechanical measures to mitigate the effect of wind in this space. An updated Wind Study would need to be approved prior to the issuance of a Development Permit.

According to the Arborist Report prepared by Strybos Barron King Ltd. for the proposed development (yet to be approved by staff), 24 healthy table land trees will need to be removed to facilitate development. In accordance with the City's tree compensation policy, 62 trees will need to be planted in compensation of the removed trees, and/or cash-in-lieu provided to the City for the number of trees that cannot be planted on site.

Issue: Traffic, Parking, Noise, Public Safety

Some residents expressed concerns relating to the impact of the increased traffic resulting from the proposed development, generally on the area's street network, and particularly around Main Street North/Market Street, Main Street North/David Street intersections, which could potentially result in traffic congestion, noise, and public safety issues. Also, inadequate parking may result into street parking in the area.

Response:

The applicant has submitted a Traffic Impact Study dated March, 2022, prepared by Paradigm Transportation Solutions Limited to assess the traffic and parking related issues from the proposed development. The study (yet to be approved by staff) concludes that the existing transit and active transportation facilities are expected to encourage transit use and reduce auto trips at the proposed development. The study also concludes that the traffic generated from the proposed residential development will not materially impact operations of the boundary road network and intersections.

In view of the property's proximity to the available transit/GO train/bus and active transportation options, the proposed parking supply of 466 parking spaces (please note that there is no minimum parking requirement from the City for the downtown area/Main Street) can accommodate the parking peak demand. The proposed site access at Thomas Street is expected to serve the site without any safety issues related to sightlines, corner clearances and access conflicts. Traffic is expected to coordinate safely with the adjacent transit bus stops similar to existing conditions. Noise during construction will be addressed under the City's Noise By-law. The property is located at the intersection of Main Street North (a Major Arterial Road) and Market Street intersection (a Collector Road) which is currently subject to a degree of traffic noise. Staff do not expect a significant increase in traffic noise resulting from the proposed mixed use development. Staff have required to review an updated Traffic Impact Study, and a Noise Impact Study at the detailed design (site plan approval) stage to mitigate any potential traffic and noise issues resulting from the proposed development.

Issue: Low Income Housing

One resident inquired about the number of low income apartment units to be provided in the proposed apartment buildings.

Response:

While the City's Official Plan does not require any specific number/percentage of low income apartment units to be provided, it is noticeable that in the current proposal, it has been proposed to provide the majority of the units to be one or two bedroom units, which will be more affordable for the low and medium income persons.

Public Correspondence Received

Mahmood, Nasir

From: C Oj <caococoj@gmail.com>
Sent: 2022/05/10 4:20 PM
To: Caruso, Carmen
Subject: [EXTERNAL]Re: OZS-2022-0011 : SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.)

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello,

I have not received any response regarding my email below. Given that the deadline for comments is at 4:30 p.m. today, this is a problem.

However, this application made by Bristol Corp. should be commented upon. You will find a few brief comments on this application.

Note: while I give permission for my comments to be included in the public record, I do not give permission for my email address nor my name to become part of the public record.

- the application made by the builder ignores that the vast majority of families and couples own two cars. Condos, however small they are, are lived in by families. The number of parking spots to proposed number of units is grossly inadequate.
- it is not realistic, in the least, to say that those who would live in this building would simply not own vehicles and take public transit. Many reports about public transit usage (such as GO train users) show that most public transit users take public transit as the last leg of their journey. And they have and use a car.
- the city has a long long history of letting builders build and make their profits without requiring them to pay for the proper infrastructure in place for developments and the city to be successful.
- this development would significantly impact existing communities. While some may enjoy densification and revitalisation of the area, not in the form of a 48 storey apartment building with only 1/3 of the parking capacity it realistically requires.
- there is nowhere for these vehicles to park if adequate parking is not implemented for this building (one unit, one parking spot - this is NOT downtown Toronto, don't pretend it is). The GO train parking lot is the closest "public" parking lot and is surely where people would leave their vehicles. However, that parking lot is already inadequate for users of the GO train and there is no parking even for GO users at Brampton GO station after 7:15 a.m.
- 48 storeys is too high and definitely does not fit the neighbourhood. Develop the area respectfully (20 stories or stacked condos are an option which would fit much better in the area.)
- having no exit or entrance from Main St is senseless. There should be a southbound exit and entrance because that's the road everyone will need to reach anyhow. Otherwise the surrounding very quiet neighbourhood will be filled with traffic, which should properly be on main roads.

- more than expensive condos, the city should be building affordable housing. This will not be that.
- the builder should be responsible for covering the costs of all future expected impacts on infrastructure improvements that will be needed in the area if the building is built.
- I disagree with this application as proposed; however, I am not against reasonable densification of the area to a reasonable degree.

Thank you.

On May 6, 2022, at 22:48, C Oj <caococoj@gmail.com> wrote:

Hello,

I would like more information regarding the above mentioned development request.

As I am not very knowledgeable about city planning procedures, I would also appreciate a brief outline of the steps an application such as this one must follow prior to approval or refusal.

I note also the Municipal Zoning Order application to the province. How does this impact and affect the application process with the city?

Finally, with respect to any comments or questions made regarding a development application, what are the privacy rights afforded to individuals? For instance, I do not wish for my personal information (including my name) to become a part of the public record.

Thank you for your time.
Caroline

Mahmood, Nasir

From: Carolyn Hayes <purple1335@icloud.com>
Sent: 2022/05/19 9:45 PM
To: Caruso, Carmen
Subject: [EXTERNAL]Comments re: Application to Amend Official Plan - 199-221 Main St North, 34-44 Thomas Street and 4 Market Street

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Dear Carmen Caruso,

Please accept this email as feedback in opposition to the proposed Official Plan amendment to permit two 48-storey towers at the location noted above.

We reside at 35 Isabella Street, in close proximity to the proposed development. We are opposed for all of the following reasons:

- the location is in the midst of a residential neighbourhood. The size and scale of the proposed skyscrapers would have a significantly negative impact on the use and enjoyment of the residential properties in the immediate area surrounding the development;
- two 48-storey towers is larger than many of the skyscrapers in the financial core of downtown Toronto. It is more in keeping with a commercial district than an area where people live and enjoy their properties;
- the approximate number of units presents a significant increase in population to a quiet neighbourhood. This translates to a large increase in vehicular traffic on a daily basis through residential streets. While it is laudable that the proposed entrance is not intended to impede traffic flow on Main Street, the proposed access on Thomas Street simply funnels all of the traffic down residential streets. It would have a heightened and significantly negative impact on the residents of Thomas and Market Streets;
- it is wholly unrealistic to believe that only approximately 40% of units will have a vehicle. That being the case, the number of parking spaces are inadequate. This will lead in short order to either residents or the developer seeking to permit on street parking. Lining residential streets with cars significantly alters the character of the streets for the worse, adds to traffic issues, is hazardous for the many children living in the area, and cuts neighbours off from each other.
- if, in fact, only 60% of residents in the building have a vehicle, the local transit infrastructure is woefully inadequate to accommodate such an influx of people without significant increase of funding. The current taxpayers of Brampton should not be required to bear the cost of this increase.
- the proposed building creates an exceptionally large base structure at ground level, where there are currently spaces, grass and trees between houses. The proposed building covers the area essentially from corner to corner with no trees or green space. The high number of trees, and other vegetation in the neighbourhood is desirable and good for people. The proposed skyscrapers eliminate nature altogether from the site.
- the proposal contains no green space for the residents of the building. The developer suggests the building will include a daycare, indicating they believe the building will house children, however the plan contains no outdoor space for them at all. This is not good for healthy development of children. There are no parks in the immediate area.
- the size of the buildings and height would cast a significant shadow in the area, which will negatively impact the sun and enjoyment of properties in the area, as well as negatively impacting many trees that are over 100 years old. An urban forest canopy of that age plays a major role in cooling the area in the summer, and ultimately in fighting climate change. In contrast, a significant structure with no green space has a detrimental impact on local microclimate, and the forest canopy;

- the existing building at Church and Main already creates a wind tunnelling effect. Adding a second building of such a large scale would amplify this effect.
- the dramatic increase in population would drain already taxed people infrastructure in the area: the local schools are crowded; there are no Parks and Rec facilities in the area; the streets are already crowded with cars and public transportation full; and the downtown library is also very busy. This proposal takes none of these things into account, and does not address the needed increase in these resources. The costs would be passed on to the current taxpayers.
- the area is a heritage district. The proposed building does not fit with the historical nature of the area. While we understand that some densification is needed, there is a significant different between putting in some buildings and adding a New York City scale skyscraper I to an historic neighbourhood. If the character of the neighbourhood is lost, so too is the desirability of living in downtown Brampton. It makes a lot more sense to keep the historic feel of the downtown where it still exists, and put the commercial -type skyscrapers in areas of the City that don't already have houses, such as by the Bramalea Go station or north of Mount Pleasant.
- Permitting a developer to buy up historic homes, let them fall to ruin and then use the state of the homes as justification to have then torn down smacks of complicity in the slow dismantling of Brampton's heritage. While the politicians have already delisted the heritage listed homes, that does not mean that permission to tear down rather than maintain the historic homes should translate to an ability to significantly alter the historic district.

If something is to be approved, we strongly urge you to require the inclusion of green space for the residents of the building, a height of no more than 12 stories (the previous limit established by City planners), and either sufficient parking for all of the units or a requirement to advertise the units as NOT coming with parking and a commitment that no on street parking will be added. We would also strongly urge you to require the planting of mature trees along the streets to replace what would be torn down and to ameliorate the street scape impact of the building.

If you have any questions, please do not hesitate to contact us,

Carolyn Hayes and Todd Morris
647-242-7514

Sent from my iPhone

Mahmood, Nasir

From: Chris Bejnar <cbejnar@realworldcom.com>
Sent: 2022/07/05 2:46 PM
To: Trdoslavic, Shawntelle
Cc: Mahmood, Nasir; Caruso, Carmen; Owusu-Gyimah, Cynthia; BramPlanOnline_Automated; Ajitkumar, Richa; Fay, Peter; Brenton, Terri; City Clerks Office; Morrison, Paul; Bowman, Jeff - Councillor; Medeiros, Martin - Councillor; Santos, Rowena - Councillor; Vicente, Paul - Councillor; info@solmar.ca; toronto@turnerfleischer.com; Chris Bejnar
Subject: [EXTERNAL]RE: [OZS-2022-0011] 199-221 Main St. N, 33-44 Thomas St. and 4 Market St. - Public Meeting Follow Up Letter for July 25 PDC

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Orange Category

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hi Shawntelle,

Below are several e-mail exchanges I've had with the Solmar team since early December 2021. **No one from Solmar or the architectural firm** has taken any effort to reach out to discuss the valid points I've raised. Have staff demanded more from Solmar or are we just prepared to **rubber stamp** this massive proposal without asking for one improvement on what appears to be a rushed application with the support of a **rare MZO**?

I'm not against the size of this development, however there are improvements that should be made before the **largest residential project in our history** moves forward. Below are some suggestions that could be incorporated to improve this proposal.

Better architecture: Surely Solmar can do better than this? Why can't we get something similar to Solmar's original Edge condo design in Mississauga? (**scroll down below**). Will the colour scheme be the standard grey/beige spandrel with sandstone or white pre-cast concrete as seen on **countless other projects**?

Podium should be more heritage inspired: Current proposal offers a bland and uninspiring podium. This needs to integrate better with the Main St. N Heritage streetscape, especially when we have de-listed a number of heritage properties so they can be demolished. Below is a good example of a heritage inspired podium blended with modern high residential.



Mechanical Roof: Pleased to see an attempt to conceal mechanical penthouse with a stepped roof design. Can we not have some more interest with a mast or other decorative features? Will there be any architectural rooftop lighting for these buildings?



Green initiatives: As climate change intensifies, are there any **green initiatives** planned for this project like solar panels, rain collection systems, green roofs, geo-thermal heating/cooling, wind turbines to offset the energy and water consumption? Is staff willing to rubber stamp this project without any new green design innovations? **Developers need to FINALLY start building green.** We cannot allow projects to move forward without incorporating some of these important features.
(Examples of rooftop wind generation)





More livable suites: With the recent COVID-19 pandemic why are we allowing for such small suites and small balconies? This project is offering very small units ranging from 472 to 654 sq. ft. and small balconies that you can barely fit two lawn chairs on. I realize that costs and affordability are issues but Solmar's profits will be sizeable with this many units. Suites should start at a minimum of 600 sq. ft. with larger balconies. **This is not downtown Toronto!** I believe Solmar can still make a handsome profit offering larger, more livable spaces.

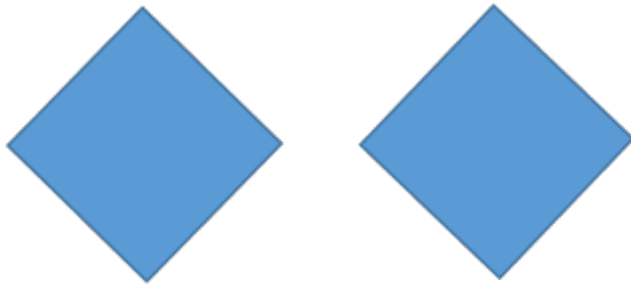
Strong Condominium Declaration: A strong condo declaration prohibiting short term rentals like AirBnB will be needed to help purchasers that will want to call these towers their home. A strongly worded condo declaration gives the future Board of Directors **legislative powers** to enforce the rules. I'm all for investors purchasing, however there are many investors who don't follow the rules and will take advantage. Ensuring there is a **minimum 6 month documented lease** (not cash) with occupancy restrictions will prevent these towers from being turned into a hotel or student housing like so many condo projects in the GTA. This will ensure future purchasers that their investment will be protected.

<https://www.thestar.com/life/homes/2016/12/31/ontario-court-upholds-condo-rule-banning-short-term-rentals.html>

Urban Design Review Panel: Has this project been thoroughly vetted by Brampton's Urban Design Review Panel? If yes, can the report be made available to the public?

Positioning of buildings: about 50% of the residential units will directly look at each other. By rotating the buildings by 90 degrees so only the corners are opposite each other will provide residents more light and unobstructed views.

Rotate towers 90 degrees so that every unit has a view:



If there are any questions, please feel free to call or email me.

Thanks!

Chris Bejnar
Tel: 416-899-5567

Previous e-mails to Solmar team:

From: Chris Bejnar
Sent: January 4, 2022 1:04 PM
To: toronto@turnerfleischer.com
Cc: info@solmar.ca; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>; Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>; Chris Bejnar <cbejnar@realworldcom.com>
Subject: RE: Bristol Place 199 Main St N- Solmar Homes

Good afternoon Turner Fleisher & Solmar teams, Cynthia and David,

All the best for a healthy 2022!

The picture below is of the Davies Smith Developments City Gate 1 & 2 condominiums located at 220 Burnamthorpe Rd. & 3939 Duke of York Blvd. in downtown Mississauga. These have a similar shape and profile to what Solmar Homes has proposed for 199 Main St N. in Downtown Brampton.

Please note the positioning of the building to give all residents **unobstructed views**, staggered floors as you near the top floors of the buildings, the indented corners providing corner balconies and the architectural mechanical roof penthouse that also is a lighting feature at night. As well, its concerning to read that these massive towers will only

offer 1 and 2 bedroom suites ranging from **only 472 to 654 sq. ft.!** I would rather see these towers at 50+ floors and offer **more livable sized units!**

As we are still in the planning stages, hopefully details like these can be incorporated into the Bristol Place development to make it a **much better project.**

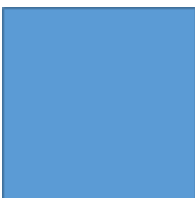
Happy to discuss.

Chris Bejnar
Tel: 416-899-5567

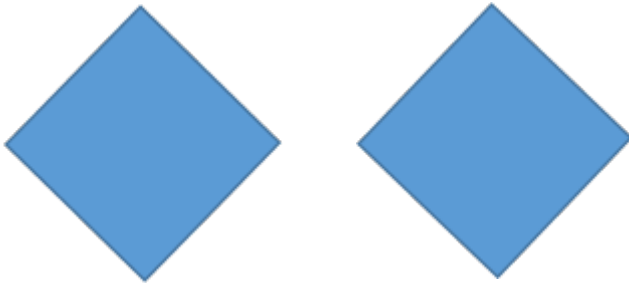
Davies Smith Developments City Gate 1 & 2 condominiums:



Proposed Towers (side by side) -not much of a view for interior condominium units:



Suggested: Rotate towers 90 degrees so that every unit has a view - like City Gate 1 & 2 condos in Mississauga)



From: Chris Bejnar
Sent: December 21, 2021 12:59 PM
To: toronto@turnerfleischer.com
Cc: Chris Bejnar <cbejnar@realworldcom.com>
Subject: FW: Bristol Place 199 Main St N- Solmar Homes
Importance: High

Good afternoon Turner Fleischer team,

The following e-mail was sent to Solmar Homes and Brampton Planning staff.

Happy to discuss.

Chris Bejnar
Tel: 416-899-5567

From: Chris Bejnar
Sent: December 21, 2021 12:31 PM
To: info@solmar.ca
Cc: Chris Bejnar <cbejnar@realworldcom.com>; Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>
Subject: FW: 199 Main St N- Solmar Homes Bristol Place
Importance: High

Good afternoon Solmar team,

As there will be little room for any public comment on your new proposed development "Bristol Place" in Brampton, can we just get a bit better with the architecture? These will be massive towers at almost 50 floors and will be the most prominent structures visible in Brampton's emerging Downtown.

I'm all for the heights, but I'm struggling with the design. Can there be a few more "steps" moving up the tower? Maybe an outdoor terrace or roof terrace? Will there be some interesting architectural lighting for the project? As well, has turning the buildings 90 degrees been considered to ensure all units have a decent view?

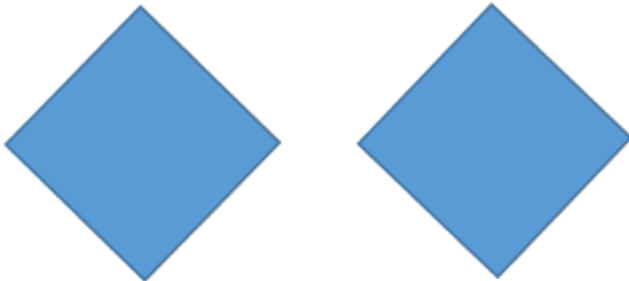
As well, a strong condo declaration prohibiting short term rentals like AirBnB will be needed to help purchasers wanting to purchase to live in this development. As you are well aware, a strong Condo declaration gives the future Board of Directors legislative powers. I'm all for investors purchasing, however there are many investors who don't follow the rules and will take advantage. Ensuring there is a minimum 6 month lease will prevent these towers being turned into a hotel like so many condo projects in the GTA.

Let's make this development the best it can be!

Proposed Towers (side by side) -not much of a view for interior condominium units:



Suggested: Rotate towers 90 degrees so that every unit has a view:





I look forward to a discussion.

Thanks!

Chris Bejnar
Tel: 416-899-5567

From: Chris Bejnar
Sent: December 1, 2021 2:06 PM
To: Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>
Cc: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>; info@solmar.ca
Subject: 199 Main St N- Solmar Homes Bristol Place

Hi Cynthia,

Is this the final approved design for Solmar's Bristol Place project? I get that Council has used a **surprising MZO** for what would normally go through the regular Planning process to try and fast track new residential units for

Brampton. However we still need to get the **best design** for what will become the largest residential high-rise project in our history!

Solmar Homes will be making substantial profits building this project. **There's definitely room for improvement on their design!**

Chris Bejnar
Tel: 416-899-5567

From: Vanderberg, David (PD&D) [<mailto:David.Vanderberg@brampton.ca>]
Sent: November 30, 2021 4:56 PM
To: Chris Bejnar <cbejnar@realworldcom.com>
Cc: Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>
Subject: Re: [EXTERNAL]199 Main St N- Solmar Homes Bristol Place

Hi Chris,

Thank you for email. This application is in the area for which Cynthia is the manager and I've copied her on this email for her to provide a response.

Thanks

David

From: Chris Bejnar <cbejnar@realworldcom.com>
Sent: Tuesday, November 30, 2021 2:15 PM
To: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Cc: Chris Bejnar <cbejnar@realworldcom.com>
Subject: [EXTERNAL]199 Main St N- Solmar Homes Bristol Place

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Hi David,

I hope all is well.

Will this be the **final design** for Solmar's twin tower development (Bristol Place) located at 199 Main St N?
Has this been already reviewed by the Urban Design Review Panel? Perhaps we can get Solmar to add a bit more interesting roof lines like their original Edge Condo proposal in Mississauga?
BTW...Solmar dramatically changed what was first proposed to what is getting built. Planning needs to be a bit more demanding on the quality of architecture from this developer.
I hope we can get an improvement on a more dramatic roof line, architectural lighting and possibly more terraces on the elevations?

Sales Video:



Solmar's Original Edge Towers Design - Mississauga



Final design for Solmar Edge Mississauga Development! (What happened?)



Chris Bejnar
Tel: 416-899-5567

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: July 5, 2022 10:54 AM

Cc: Mahmood, Nasir <Nasir.Mahmood@brampton.ca>; Caruso, Carmen <Carmen.Caruso@brampton.ca>; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>; Fay, Peter <Peter.Fay@brampton.ca>; Brenton, Terri <Terri.Brenton@brampton.ca>; City Clerks Office <City.ClerksOffice@brampton.ca>

Subject: [OZS-2022-0011] 199-221 Main St. N, 33-44 Thomas St. and 4 Market St. - Public Meeting Follow Up Letter for July 25 PDC

Importance: High

Good Morning,

A Public Meeting with respect to the above referenced development proposal was held on May 16, 2022. The Recommendation Report is now nearing completion and is tentatively scheduled to be considered at an upcoming Planning and Development Committee Meeting to be held on **July 25, 2022 at 7:00 p.m.**

If you have any further questions or concerns please contact the assigned planner, **Nasir Mahmood** at Nasir.Mahmood@brampton.ca

Thanks and have a great day!


Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



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Mahmood, Nasir

From: Chris Bejnar <cbejnar@realworldcom.com>
Sent: 2022/04/18 12:06 PM
To: Caruso, Carmen
Cc: Vanderberg, David (PD&D)
Subject: [EXTERNAL]Solmar - Bristol Place File OZS-2022-0011

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Hi Carmen,

As you're the planner for this project, could you send me some more information? The search only shows this:

Project Description:

199, 203, 205, 207, 209, 219 and 221 Main Street North, 34, 38, 42 and 44 Thomas Street, and 4 Market Street
The subject site is situated in the heart of the City's Downtown, an area with access to a broad range of uses including an Urban Growth Centre (UGC). The subject site is located within both the City's UGC and the draft Brampton GO growth area that is meant to accommodate the highest densities within the City of Brampton, as directed by Provincial policy documents (PPS 2020 and Growth Plan 2020), the Owner is proposing two mixed-use, 48-storey to three bedroom units. The subject site is proposed to be built up with two separate podium structures, ranging in height from the edge of the podium structures to minimize shadowing on the public realm. Supporting the vibrancy of the downtown (P.O.P.S) between the podiums that provides a pedestrian connection from Main Street North to Thomas Street. Vehicular traffic on Main Street North, which functions as the Downtown's main north-south spine for vehicular and transit traffic. The project is animating the public realm and providing existing and future residents access to their daily needs. In addition, a day care community service for the residents of this future development, as well as the broader community.

We need Solmar to do much better on the architecture. This is largest project in Brampton's history, a combined 96 floors! We need to hold Solmar accountable to get better architecture and to build what they actually propose. This project is getting fast-tracked and we need to get them to ensure they leave Brampton defining project, not just padding their pockets with huge profits.

Solmar's Edge Condos Mississauga v1.0 (Original proposal) - Brampton's towers should be as nice



Solmar's Edge Condos v2.0 (second design)



Solmar's Edge Condos – v3.0 FINAL Design (under construction) How do we go from v1.0, v2.0 to this?



Chris Bejnar
Manager, Data Collection Systems
Real World Communications Inc.

P: 905.405.6222 x 208

F: 905.405.6224

C: 416.899.5567

EM: cbejnar@realworldcom.com

Web: www.realworldcom.com

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compliance and other essential capabilities. Mimecast helps protect large and small organizations from malicious activity, human error and technology failure; and to lead the movement toward building a more resilient world. To find out more, visit our website.

June 7, 2022

The Corporation of the City of Brampton

To Members of City Council and Staff:

- Carmen Caruso, Central Area Planner
- Allen Parson, Director, Development Services

RE: City File: OZS-2022-0011

As a resident of Brampton and property owner at 58 Church Street East, I became aware of and attended a Virtual Public Open House Meeting held on Monday May 9th, 2022, and subsequently I spoke at A Statutory Public Meeting held on Monday May 16th, 2022.

I was very surprised and concerned to learn that Brampton City Council has already supported a Minister's Zoning Order made by SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.) 199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street, City File: OZS-222-0011 based on information presented at a September 29, 2021, City Council Meeting.

Upon reviewing the details of that meeting including the letter to "Mayor Brown and Members of Council, City of Brampton", submitted by Solmar Development Corp. dated September 17, 2021, accompanied by a Planning Brief dated September 2021, prepared for Bristol Place Corp., it was concerning to see how significant the impacts will be on the downtown Brampton area if this development proceeds and more importantly, if it proceeds outside of the regular planning process. As we see from the developer's information at the September 29, 2021, Council Meeting to the May 9th, 2022, Virtual Public Open House Meeting, the parking has been significantly reduced from 1092 spots to 466 spots. That is reduction of 626 parking spots, how can this be allowed? What other changes will be made that the developer can simply implement without public input? Who is accountable for the changes and what actually gets built? Is it the developer or City Council Members? The developer gets to walk away when the project is complete, where as Council Members will hear from the community about any and all challenges including insufficient parking, light pollution, wind effects, traffic congestion, etc. This will be too late to mitigate risks and incorporate "operational plans and measures" into the site development.

As our elected officials, why would you support an MZO in this particular situation? What is the reason this would warrant bypassing the regular planning process to "fast track" such drastic changes to development as allowing two 48-storey towers to be built amongst an existing low-rise community without the sufficient opportunity for public input? The long-term impact this development will have on the downtown Brampton deserves careful consideration and should involve more public consultation and follow the regular planning process.

It is my understanding that before a municipality provides support to proceed with an MZO, that the necessary investigations and practicality of the development being "pushed through" has been reviewed for impacts including those of risk, fit and community acceptance especially when it comes to severe and far-reaching development changes such as this one has within an existing low to mid-rise community.

The development proposed by SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.) at 199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street, City File: **OZS-222-0011** raises several concerns, including but not limited to the following:

- Extreme building height and proposed design not fitting in with the historical elements and architecture found in the downtown Brampton area
- Issues created by significant lighting, wind, and shadowing these “towering buildings” will have on existing and new residents within the community
- Insufficient parking with impacts being imposed on existing homeowners and businesses in the downtown community
- Impacts to existing “grid locked area” of small streets – despite having one identified entrance on Thomas Street, vehicles somehow must get too Main or Queen Street to exit/enter the area
- Over densification can pose many long-term impacts on, and to, the community including vehicle traffic congestion, insufficient parking for residents and visitors, additional services including vehicles to support garbage collection, emergency responses (Police/Fire/Paramedics).

In addition to the proposed 2 – 48-storey buildings that this developer is presenting and seeking approval through MZO, the residents of the downtown Brampton area have the following developments occurring around us and these applications are proceeding through regular planning process:

City File # OZS-2021-0003

151 Main Street North

A 30-storey mixed use building planned for the corner of Main & Church

City File # OZS-2021-0011

55, 59, 61 Beech Street

136, 140, 142 Church Street E.

76 Stacked townhouse units & 197 condominium/rental units in a 10-storey building at the Church & Beech Street area

Therefore, as there appears to be no other options for public comment and input, I respectfully request that Brampton City Council revisit this application, withdraw their support for it to bypass the process using a Ministers Zoning Order and have the application proceed through regular planning process.

Sincerely,

Deb Bergamin

905-457-3054

dj.bergamin@yahoo.ca

Mahmood, Nasir

From: Vanderberg, David (PD&D)
Sent: 2022/04/11 3:05 PM
To: Coelho, Sheryl
Cc: Caruso, Carmen
Subject: Fw: [EXTERNAL]Request to Amend: Main St North, Market St, Thomas St to 48 stories

Hi Sheryl,

Carmen is the lucky planner.

Carmen - To add to what I suspect is a pretty big pile of emails.

David

From: Planning Development <Planning.Development@brampton.ca>
Sent: Monday, April 11, 2022 2:55 PM
To: Vanderberg, David (PD&D) <David.Vanderberg@brampton.ca>
Subject: FW: [EXTERNAL]Request to Amend: Main St North, Market St, Thomas St to 48 stories

Hi David,
Who is taking care of the below project. Accella is giving me issues, nothing coming up.

Thanks

Sheryl Coelho
Business Services Clerk
Planning Building and Economic Development
City Hall – 3rd Floor | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
E: sheryl.coelho@brampton.ca | T: 905.874.2050 | W: www.brampton.ca

-----Original Message-----

From: Jaqui Everett <jaqui.everett@gmail.com>
Sent: 2022/04/11 2:13 PM
To: Planning Development <Planning.Development@brampton.ca>
Cc: Jean Dodds <jjdodds2389@gmail.com>; Santos, Rowena - Councillor <Rowena.Santos@brampton.ca>; Vicente, Paul - Councillor <Paul.Vicente@brampton.ca>
Subject: [EXTERNAL]Request to Amend: Main St North, Market St, Thomas St to 48 stories

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Hi, while walking my dog this morning I was shocked to see this request to amend sign. I suppose anyone has the right to request an amendment however I was wondering if and when I would be able to give input to your decision making process.

My objection is the 48 story request. I live at 6 David St and can't imagine looking out my front door and seeing this

obelisk. I'm sure I would lose most of the sun in my front yard and maybe some in the back!

Secondly I am concerned about the reduced value of my home. No one wants to live in the shadows of a building like this with people looking down at you all the time.

Thirdly what about the traffic and parking? I know we hope the people who live there won't need vehicles but given our location each dwelling will need at least one. If we assume there are ten dwellings on each floor of the two towers we are looking at about 960+ vehicles needing some where to park.

I am asking that the amendment request be denied in consideration of those to us who have lived in the area for years. I can't tell you how upset I feel having read that sign and thinking my world is about to be sold to a developer. Please, don't do this.

Again, I request to be invited to any public input meetings and hope you can tell me how to make an impact on this decision.

Thank you
Jaqueline Everett
6 David St
Brampton, On

Mahmood, Nasir

From: Jaqui Everett <jaqui.everett@gmail.com>
Sent: 2022/05/05 5:09 PM
To: minister.mah@ontario.ca
Cc: deepsaila@yahoo.ca; Caruso, Carmen
Subject: [EXTERNAL]Re: MZO submitted by SGL Planning and Design Inc 199-221 Main St N Brampton

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

> On May 5, 2022, at 5:05 PM, Jaqui Everett <jaqui.everett@gmail.com> wrote:

>

> Dear Mr. Clark

>

> I am writing to request this MZO be denied by the Ministry.

>

> Twenty years ago we purchased 6 David St in Brampton. It's in the oldest area of Brampton and we were thrilled to take on this home that was still being held up by old logs (since replaced).

>

> Soon after we got a dog and I walked every street in the neighbourhood. It was then and still is a very historical area. The old homes with their architectural details fascinated me and I was proud to be in the middle of it. I felt like I had moved Home.

>

> The request submitted by SGL Planning and Design Inc is for two 48 tower apartments to be built practically on my front door. I face south and the buildings will be across the street starting the third lot down. In the winter we will not get any sun in the front of our house. In the summer, part of spring and part of fall we will get seriously less sun. Many other residents will suffer the same thing. On top of that the view out the front will be destroyed. To us and others the whole thing is unfathomable. We feel like our historical area is being invaded.

>

> The area included in the MZO needs. work, I admit it is pretty ugly. Bramptons plan for is apartment buildings, and townhomes built with some architectural interest to make them fit in with the rest of us. Obviously we like this plan.

>

> Is there an honourable developer that could build these structures and be proud of them knowing they look good, work well, and create housing? Does the Government of Ontario want these towers? Bramptons plan is ready, it's been approved. The only thing dragging out the building of homes here is the developer.

>

> It takes years to build something like that, years! Would it not be so much faster to provide more housing if the government of Ontario worked with Bramptons plan? Tell the developer to build to the plan. Do not let them put it up for sale just because they did not get what they wanted. Take a stand for what is right in this instance. They knew the plan when they purchased the land. Make them build it.

>

> This is not progress, this is gluttony!

> Developer gluttony.

> Thank you for reading my note.

>

> Jaqueline Everett

> 6 David Street

> Brampton, On

>

>

>

>

>

>

To: Brampton City Council and staff, His Worship Patrick Brown Mayor, City of Brampton, MPP
Brampton South Prabmeet Sarkaria, Minister of Housing and Administration Steve Clark and Premier
Doug Ford

My name is Melissa Bergamin and I am a concerned Brampton resident writing this letter as an official note of opposition to the MZO request by **SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.)** for the proposed project located on **199-221 Main Street North, 34-44 Thomas Street and 4 Market Street with a City of Brampton file number of OZS-2022-0011**. There are three serious concerns that I have with this application which are outlined here and expanded upon below.

- 1) There are discrepancies between the proposal and current plan
- 2) There is 0% affordable housing
- 3) There are many unaddressed environmental concerns.

For these reasons I ask that Brampton City Council revokes their support of this MZO application to the office of the Minister of Housing and Administration or that the Minister denies the request and instead have the application follow the regular planning process.

My first concern is that the proposal from Bristol Place Corp. to develop land on Main Street north was filed and supported for an MZO but there are some **concerning discrepancies**. The initial proposal of two 48-storey towers with 1, 149 units and 1, 092 parking spaces (0.95 spots per unit) has since changed to a total of 466 parking spaces (the bare minimum of 0.40 spots per unit) of which only 351 are residential parking spots which leaves 0.31 spots per unit. Only 1/3 of residents will be able to access a parking spot- where will the other people park? Downtown Brampton does not have an abundance of parking options to begin with, but I suspect the developers don't care because in the May 9th 2022 council meeting their response to the parking situation was "it will sort itself out", which is insulting. For a comparison the Marilyn Monroe buildings in Mississauga have closer to a 1:1 parking spot to unit ratio, which is more inline with what the developers promised in their original brief presented to Council dated September 2021, but according to recent information as noted in the LET'S Connect Notice – advertising a Virtual Public Open House on May 9th, 2022 at 6:30 pm, the developers are no longer planning to deliver the number of parking spots stated in their original proposal. With this change it seems that the initial proposal supported by City Council no longer exists.

The development proposal on Main Street going through the MZO process itself is very concerning. Completely bypassing regular channels and not allowing local residents and businesses to be a part of the planning process seems counter to the democratic society we are supposed to be living in. This particular development consisting of 2 – 48 storey skyscrapers is something that will significantly impact the neighbours which include many single-family homes through the shadow being cast, the increased traffic on Main Street North (Even though the proposal says the only entrance will be on Thomas Street, how do people get there?) and the outrageously low parking plan which would likely lead to streets becoming havens for illegal parking. The brief also talks about these buildings improving the skyline of Brampton, how? They are almost double the height of every other building in the area, that is not complementary at all. Varying heights are appealing to the eye, but not such a stark variation. How many massive skyscrapers are next door neighbours to a single-family home? It would be like two giraffes amongst a bunch of ducks – it doesn't make sense.

Allowing this developer to make such a drastic change to the **original plans** without consequence or holding the developer accountable is setting a negative precedent. What is to stop this or future developers from going up another 10 storeys? Or adding an additional building. This process seems to suggest that it is a blanket approval and the developer can do whatever they desire without honouring their original proposal once the MZO is granted.

My second concern is really the concern of the City of Brampton, Region of Peel and Ontario—that is **affordable housing**. After reading through the initial brief which made a lot of references about growth plans for Peel and Brampton and the need of housing – including affordable housing, it actually states “communities shall “provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes” which is very important. A note from the September 29th 2021 Council Meeting states “**WHEREAS** Bill 197 amended Section 47 of the Planning Act to grant the Minister of Municipal Affairs and Housing more order-making powers under Minister’s Zoning Orders (MZOs) to deliver critical priority projects, and these “Enhanced MZOs” **can require the inclusion of affordable housing units in the development**, regardless of whether the host municipality has an official plan with policies addressing inclusionary zoning:” Based upon the brief from the developer and the notes from City Council it seems like this MZO is being pushed and supported to provide affordable housing options. In addition, on May 26, 2022 the Region of Peel released a report titled “Broadening Advocacy Priorities to Improve Housing Affordability in Peel” which takes a close look at the housing issues in Peel and the biggest takeaway from this report to me is the following: “Ultimately, excessive increases in housing prices mean there is not enough supply to address housing demand from residents and investors. While any meaningful response to address the market housing affordability crisis must include a supply response, **affordability must intentionally be prioritized**”. It is obvious the need for more housing and specifically more affordable housing is imperative. Therefore, it is extremely concerning that the sustainability matrix of this **development shows 0% affordable** housing in the plan. 0%. Brampton’s housing prices and rents have been something I, and many others, have been priced out of for years already, and even though another 1000+ units are being proposed I, and many others, will still not be able to afford housing in Brampton. How does this address the housing crisis? How does this project even qualify for an “Enhanced MZO”?

My third concern is the environmental impact and in short there is no way for me to properly address my concerns for their plans because they did not provide much information at all. The minutes from the September 29 2021 council meeting where the City Councillor’s voted in support of the concerning request for the MZO states the “need to ensure that the City has an opportunity to provide input on areas of concern, **such as environment protection**, plans of subdivision and other applicable matters”. Many environmental areas are covered on the sustainability matrix; however, the sustainability matrix was filled out with barely any information provided on environmental issues. Downtown Brampton is built on a flood plain and designated a “**Special Policy Area**” which puts restrictions on the height of commercial buildings to minimize the risk of damage from floods, but why would there be no restrictions for a residential building? Would they not but at the same risk as a commercial building and since there are no other buildings in the vicinity anywhere near that height **how can the risks be properly assessed?** There is also a lack of information pertaining to the planting of trees displaced by this project and there is no information on the shade provided by a tree canopy on site, also for a building that wants to deny 2/3 of it’s residents parking there hasn’t been the minimum

of 0.8 biking stalls per unit provided either, there is no plan to provide any space for local food production – but perhaps a roof top garden 48 stories in the air is not ideal, no indication of using re-used or recycled material, no information about combatting the heat island effect, no solar readiness, no energy management strategy, regarding light pollution no information about spillage or shut off between 11 pm and 5 am – there are many concerns with a lit building to both residents and the environment, but clearly not the developers, which connects directly to my final point; there is absolutely no information about whether this is a bird friendly design. Our local wildlife is very important, in Canada most species of birds are protected and even causing unintentional injury is an environmental offence. Approximately 25 million birds die each year from collisions with glass in Canada. During the day some of the issues are transparency of glass and reflecting the sky or local habitat. At night the light from buildings can confuse birds who use the moon or stars for navigation, some birds get trapped in artificial light areas flying until they collapse from exhaustion. More comprehensive information about this issue is found on FLAP Canada (flap.org). I'm not sure what environmental concerns have been addressed to the satisfaction of the City of Brampton with this application as there were not many specific details offered.

I have read pages upon pages of documentation at this point, and it feels like there are so many missing pieces to this project that is sneaking past the public to obtain immediate approval. One might argue that the bare minimum requirements were met, but what does that say about the project? Yes, a minimum standard must exist, but why should any developer be allowed to only just meet the bare minimum in every single category – including reducing the parking to a fraction of the initial proposal. What message does this send to the residents of Brampton? Are we not worth more than the bare minimum? Why are our voices being silenced on this particular development proposal?

I am appealing to Brampton City Council, the Minister of Housing and Administration, our MPP Prabmeet Sarkaria and Premier Doug Ford to intervene to intervene and stop this MZO and have the application proceed through the regular planning process.

Sincerely,

Melissa Bergamin
(905)457-3054
melissabergamin@yahoo.ca

Distributed to:

Mayor Patrick Brown
MPP Prabmeet Sarkaria – registered mail
Minister of Housing and Administration Steve Clark – registered mail
Premier Doug Ford – registered mail
City Councillor Rowena Santos – hand delivered
City Councillor Paul Vicente – hand delivered
City Councillor Doug Whillans – hand delivered
City Councillor Michael Palleschi – hand delivered

City Councillor Jeff Bowman – hand delivered
City Councillor Martin Medeiros – hand delivered
City Councillor Charmaine Williams – hand delivered
City Councillor Pat Fortini – hand delivered
City Councillor Harkirat Singh – hand delivered
City Councillor Gurpreet Dhillon – hand delivered
City Planner Carmen Caruso – hand delivered
Director of Development Services Allan Parsons – hand delivered

Mahmood, Nasir

From: Planning Development
Sent: 2022/05/12 8:41 AM
To: Caruso, Carmen
Subject: FW: [EXTERNAL]File OZS-2022-0011

Good Morning Carmen,
Please see email below.

Kind Regards
Sheryl

Sheryl Coelho
Business Services Clerk
Planning Building and Economic Development City Hall – 3rd Floor | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
E: sheryl.coelho@brampton.ca | T: 905.874.2050 | W: www.brampton.ca

-----Original Message-----

From: 28g gmail <onvacation28@gmail.com>
Sent: 2022/05/11 5:12 PM
To: Planning Development <Planning.Development@brampton.ca>
Subject: [EXTERNAL]File OZS-2022-0011

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

To whom it might concern,

This email serves to express my displeasure and disagreement with this proposal. Yet another plan to continue destroying the heritage of Brampton and crowding the downtown area.

I have seen a number of buildings and centennial trees being forever destroyed to accommodate for these brutal structures that add nothing to the area and the landscape but cement, pollution, congestion and disruption. Unfortunately quite a few are going up around here, so we will have to deal with the aggravation for a few years.

It would be nicer to see real attempts to restore and preserve our past, as it paved the way for us to be here. These houses and trees you will be destroying can be salvaged and put to better use if there was a will for that. There's ample space in Brampton for new developments and investments. Why bring everything here?

Downtown Brampton used to be such a pleasant and quiet area... Sadly those days are gone.

Hopefully the persons designated to make these decisions are listening to the feedback from the downtown area residents.

Respectfully,

Sent from my iPhone

Mahmood, Nasir

From: Tracey Chiasson <tchiasson@somlaw.ca>
Sent: 2022/05/10 12:36 PM
To: Caruso, Carmen; City Clerks Office
Subject: [EXTERNAL]199-221 Main Street North (OZS-2022-0011)

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon,

I would like to register for the Statutory Public meeting on May 16 if I could be added. I will not be able to speak but will attend.

I wanted to submit in writing my comments on this proposed development. I took part in the Virtual Public Open house meeting last night. While I am not sure that comments from residents will do anything, I guess we can only try.

They are building two 49 floor buildings. Another building is going up at the corner of Thomas and Church. Another building is going up at the corner of Main and and Church. And I am sure there are many more going up - City Council went ahead and delisted a number of heritage buildings. Without a final heritage assessment report. Which leads me to believe that there will be more buildings going up. My neighbours are jumping through hoops to try and get a heritage assessment report (at an extremely expensive pricetag) to renovate their historical homes and stay in this neighbourhood. Why are they even bothering? It doesn't appear that the City wants to keep any heritage especially in the downtown. Our neighbourhood is going to be completely surrounded by apartment/condo buildings.

Our neighbourhood has been fighting a few out of character builds going on and I feel it has all been for naught.

Sure I understand that there is a housing shortage. Does it all need to go in the exact same area? I guess I am just really sad actually and disappointed that the heritage of the downtown area is basically being ignored to be able to have 10,000 people move in. All of whom apparently will not need cars because this developer and I am sure the other developers think people can walk everywhere and take public transit. We don't even have weekend GO service!!! Which has been in the works for the entire time I have been taking the GO Train (34 years). Only recently was all day service added to this line.

With all the proposed buildings, just not sure why this development needs to skyrocket over all of Brampton, over all of our front and back yards, over basically everything. Why can't they just be normal size buildings. I honestly can't imagine walking down Thomas if they are up and the wind tunnel it will create. On windy days, you get blown away now with the apartment that is there. Also, I am not an expert, but can't see all the old sewer pipes being able to sustain all of this infrastructure.

Thanks for your time and letting us have our two cents worth.

Tracey Chiasson
6 Isabella St
416-816-5007

Results of Circulation

Consolidated Comment Report

Date: June 6, 2022

File: OZS-2022-0011

Applicant/Owner: Bristol Place Corp. (Solmar Development Corp)

Location: 199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street

Proposal: Two mixed-use, 48-storey towers with 4 and 6 storey podiums 1,149 residential units, at grade retail space including a daycare, and 466 parking spaces.

This report contains comments from the technical groups who have reviewed the proposal. Additional comments may be forthcoming pending the review of any revised drawings, reports or documentation. The owner shall address all matters raised in this report by creating a *Comment Response Table* identifying how all comments have been addressed. In order to resubmit, please upload all revised drawing, reports and documentation, and as a final step, upload the "Comment Response Table". Please upload all documents to the above noted file number (i.e. OZS-2022-0011) using BramPlanOnline. If you have any questions or concerns, please contact Carmen Caruso, Central Area Planner, 905-874-2439 or carmen.caruso@brampton.ca.

Carmen Caruso
Not Cleared

Carmen Caruso – carmen.caruso@brampton.ca
Final Comments
Official Plan:

The site is designated *Central Area* in the Official Plan. This designation supports a range of free-standing or mixed-use development, including a variety of residential uses and a full range of office, retail and service activities.

The property is also within the *Urban Growth Centre*, and Schedule 1 - City Concept indicates that the site is located in an *Anchor Mobility Hub*. Intensification is encouraged on lands within these areas, and are planned to accommodate the highest combined people and jobs per hectare. For lands within the Anchor Mobility Hub, buildings should be designed to achieve a floor space index of 4.0 over the entire area with a heights that range between 4 and 25-storeys in height.

Secondary Plan:

The site is designated *Development Permit System Area: Main Street North (DPS)* in the Downtown Secondary Plan (Area 7). Redevelopment for properties fronting on to Main Street North within the *DPS* is supported, however, it is the intent of the City to maintain and enhance the existing character of the area. The policies within the *DPS* area balance these two objectives. For this site, the policy framework encourages the development of higher density commercial and residential uses that is further refined in the Main Street North Development Permit System By-law (DPS By-law).

The maximum permitted densities and heights that are set out in the policies for the *DPS*

area and related DPS By-law may be exceeded in exchange for contributions towards public facilities and may include, but is not limited to:

- (a) the provision of parking for use by the public;
- (b) the provision of transit infrastructure above standard City requirements in relation to a development permit application;
- (c) the provision of public art or contribution to a City art program;
- (d) the dedication of lands to a public authority for active park purposes beyond standard City requirements for dedications or provision of cash-in-lieu;
- (e) the preservation and integration of any identified heritage resources beyond standard City requirements; and,
- (f) the provision of off-site community improvements to the streetscape, parks and open space and other elements of the public realm.

Submitted Official Plan Amendment:

Please revise the submitted Official Plan amendment document to reflect the proper existing designations.

Please also propose policies for the OPA that reflect the principles from Part 3 Section 3.5 of the DPS By-law regarding streetscape, building and site design. This will help to support the use of key design attributes into the development.

Main Street North Development Permit System By-law:

This property is located in an area of the City, generally located along Main Street North between Church Street and Vodden Street, which is regulated by the Main Street North DPS By-law. This By-law provides a unified policy framework for the area that sets out general goals, objectives and regulations. The DPS By-law provides policies and development standards that are intended to guide decisions for new development or redevelopment in the DPS By-law area. The City of Brampton Comprehensive Zoning By-law does not apply to this area.

The DPS By-law indicates that the site is located within the *Medium Density Transition Character Sub-Area* which is intended to provide a transition between the *Historic Mixed use Area* located to the north of the site, and more intensive uses permitted to the south

External Agencies:

Comments from Alectra, Bell Canada, CN Rail, Dufferin Peel Catholic District School Board, Peel District School Board, Enbridge, Metrolinx, Rogers and the Toronto and Region Conservation Authority are attached to this report.

This application has been circulated to the Region of Peel. Their comments will be forwarded upon receipt.

Please follow up with external agencies directly to address their concerns.

	<p>Key Issues:</p> <p><i>Policy Framework:</i></p> <p>The intent of the policy framework for the DPS area is to support new investment and maintain and enhance the existing character of Main Street North. DPS policies articulate the qualitative and neighbourhood character aspects that should be recognized and serve as the foundation and context for intensification in the DPS area.</p> <p>This proposed development application is a significant departure from these policies. Information should be contained in the proposed amendment to provide context to why the proposed development forms are appropriate, relative to the remaining policies for other sites in the DPS.</p> <p>The proposed amendment is to add clear language about the superior architectural forms, superior quality of materials, and superior site design, landscaping and hardscaping that is to be included on the subject site to serve as a strong guide for the future Development Permit Application.</p> <p><i>Technical Matters:</i></p> <p>Subject to the findings of an updated Traffic Impact Study, there may be an ability to support an access point on Main Street North. Please see Traffic Services comments below.</p> <p>Additional detail with respect to functional design matters such as waste collection, site circulation and the configuration of the underground access will need to be considered as part of a future development permit application.</p> <p>Although buildings on the site with heritage value have been delisted, please work with staff to determine how we can arrange to celebrate the history of those buildings. As you know, the DPS By-law, which implements an OMB decision, currently requires that the buildings at 219/221 Main Street North be retained and incorporated into a new development.</p> <p>Additional technical matters are discussed in the separate sections below.</p> <p><i>Housing Affordability and Community Benefits:</i></p> <p>Details are to be provided regarding how the proposal will serve to satisfy Brampton's requirements regarding Affordable Housing, as well as how contributions will be provided to assist the community surrounding the subject site.</p>
Accessibility Review Shant Goswami - shant.goswami@brampton.ca	Cleared
<i>Final Comments</i>	Detailed comments will be provided through the future detailed design process. At this time there are no concerns with this application.
Building Review Anthony Magnone - anthony.magnone@brampton.ca	Cleared
<i>Final Comments</i>	Please address the following through the future Building Permit application process: <ul style="list-style-type: none"> The owner shall provide a copy of the final version of the geotechnical report,

	<p>signed and sealed by the Qualified Professional, at time of permit application.</p> <ul style="list-style-type: none"> The applicant owner shall obtain a demolition permit to remove any existing buildings on the site. All mandatory inspections for any issued permits must be passed and the permit be closed. Any other building code comments will be addressed during the development permit application. <p>With respect to building design, consider the limiting distance and the allowable area of unprotected openings as outlined in OBC, Div. B, 3.2.3.1.</p> <p>Plumbing comments will be addressed during the development permit approval application.</p>
Capital Works Review Cleared Yong Du - yong.du@brampton.ca	
<i>Final Comments</i>	There are no issues to comment on at this time. Comments will be provided via a future site plan application.
Heritage Review Not Cleared Comments Shelby Swinfield - shelby.swinfield@brampton.ca	
<i>Final Comments</i>	<p>Specific Comments with respect to heritage matters, and the submitted Heritage impact assessment will follow under separate cover.</p> <p>The Archaeological Assessment Stage 1 indicates that a Stage 2 assessment is required for some of the lands. Please provide the Stage 2 as soon as it is available.</p> <p>A copy of the Ministry of Heritage, Sport, Tourism and Culture Industries indicating acceptance of the Archaeological Assessments will be required prior to final clearance being provided for the application.</p>
Noise Review Cleared Daniel Tang - daniel.tang@brampton.ca	
<i>Final Comments</i>	Staff is satisfied with the Environmental Noise Study dated March 2, 2022 prepared by Valcoustics that was found to be capable of supporting the proposal.
Open Space Development Review Not Cleared Comments Danica Quinn - danica.quinn@brampton.ca	
<i>Final Comments</i>	<ol style="list-style-type: none"> Revise the Arborist Report to reflect the City's tree compensation values, and include these values in the Tree Inventory Table. (see the link below) Ensure the report identifies <i>all</i> existing vegetation on-site and within 6 metres of the property line, not just trees 15cm DBH and greater. Once the landscape plan is finalized the City will confirm the total amount owing for tree compensation cash-in-lieu payment. Please note approval to remove any trees on-site is not granted until Development Permit (i.e. detailed design approval). No tree removals are permitted until such time. https://www.brampton.ca/EN/Business/planning-development/guidelines-manuals/Documents/Tableland_Tree_Assessment_Guidelines.pdf Prior to the City's consideration to approve the injury or removal of trees, written landowner consent for trees located on shared boundary lines or on adjacent private lands is required. The revised Arborist Report may identify additional landowners potentially impacted by this proposal. Based on the latest report the impacted adjacent landowners are the owner of tree #24 at 193 Main Street North, and the owner of tree

#36, the City. Be advised the City will not consent to the injury or removal of tree #36 given its size, species and condition. Apply the City's tree protection detail L110 to tree #36, which will require a TPZ of double the dripline radius.

3. Staff request that the applicant eliminate the internal circular vehicular paths and minimize the vehicular accesses to the towers in order to maximize ground floor space for a centralized outdoor amenity area between the buildings that can function as a community park, incorporating the recreational elements listed below.
4. Design the building podiums and terraces as secondary outdoor amenity spaces, incorporating a variety of elements that appeal to every age and stage of life. The tower rooftops may function as tertiary amenity spaces, alternatively greenroofs should be considered. Design these spaces to achieve a predicted comfort class of 'sitting', as per the wind study.
5. Outdoor amenity areas should be immediately adjacent to the buildings; crossing vehicular laneways or parking to access them is not appropriate.
6. Please illustrate on the plans the house at 193 Main Street North. It is misleading to depict that lot as green space.
7. As the application advances to a future development permit application with detailed design, the applicant will be required to submit at that time a complete package of landscape and architectural drawings. The landscape package shall be prepared by a Landscape Architect and include landscape plans, details and a cost estimate once the design has been finalized. The landscape plan shall address in detail the:
 - tree preservation and planting plan,
 - pedestrian, vehicular and active transportation network including drop-off and service areas, and linkages to transit,
 - integration with the surrounding community and relationship to adjacent heritage features,
 - urban boulevard, neighbourhood streetscapes, and internal courtyard,
 - entry plazas including site furnishings and planting,
 - private and public amenity spaces,
 - softscape/hardscape elements and public art.
8. As the Downtown Precinct redevelops the City will be looking at upgraded streetscape standards for Main Street North. Such standards may include, but are not limited to, minimum boulevard width, streetscape planting, irrigated tree pits, lighting including winter lights program, surface materials, site furnishings, etc. As these details evolve they shall be applied to this development and extend along the Main Street frontage. Further details will be provided through the future Development Permit Application.
9. Offer an abundance of shared amenity spaces through a combination of interior and exterior space at ground level and on the rooftop terraces/podiums. A walkout onto a patio/terrace connected to an interior space works well for residential towers. These amenity areas should be adjoining to create a large common element for recreational programming for all ages and levels of mobility. Also, consider private amenity space in the form of individual unit balconies and terraces.
10. Through the future Development Permit Application, pls consider incorporating the

following elements into the outdoor amenity areas, noting that each area/terrace/podium may serve a different purpose:

- communal bbq and outdoor dining areas,
- family zone with play structure and at-grade play components,
- wellness/yoga garden,
- allotment gardens/urban agriculture,
- fenced in dog-run,
- multi-use courts,
- swimming pool, which may be interior to the building,
- shade structures and site furnishings,
- shade trees, garden beds, open lawn,
- landscape lighting.

Additionally, consider the following interior offerings:

- co-working spaces, business centre,
- fitness/wellness/yoga studio,
- children's play room, library,
- party room, communal kitchen,
- theatre/screening room,
- pet-care station.

11. Design the parking garage and rooftop terraces/podiums to support high branching deciduous trees planted on top of them. Minimum soil volume is 30 cubic metres per tree.

12. Incorporate Low Impact Development (LID) principles into the project for improved scoring on the City's Sustainability Metrics and reduced building operating costs. Examples of LID measures include:

- District Energy
- Net Zero-Compliant/Ready Buildings
- LEED Certification
- Geothermal heating and cooling systems
- Solar panels on the Mechanical Penthouse rooftops
- Greenroof installations, in-lieu of artificial turf,
- Urban agriculture/allotment gardens

	<ul style="list-style-type: none"> Rainwater harvesting systems for irrigation
Park Planning Review Cleared Christopher Heike - christopher.heike@brampton.ca	
<i>Final Comments</i>	<p>Prior to Development Permit Approval:</p> <p><u>Hoarding of Natural Features</u></p> <p>The Owner shall erect hoarding along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.</p> <p><i>N.B. The hoarding is to be supplied, erected and maintained in good condition by the Owner at their cost prior to the pre-servicing or any construction on the site and shall remain in place throughout all phases of the servicing and construction of the site.</i></p> <p><u>Tableland Tree Compensation:</u></p> <p>The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards outlined in the City's <i>Tableland Tree Assessment Guidelines</i>. Compensation plantings shall be provided by the Owner at no cost to the City.</p> <p>Prior to Building Permit Issuance:</p> <p><u>Parkland Dedication:</u></p> <p>The Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Development Permit Agreement and the lands conveyed as a condition of development.</p>
Sign Review Cleared Ross Campbell - ross.campbell@brampton.ca	
<i>Final Comments</i>	<p>All proposed signs shall conform to the City of Brampton Sign By-law 399-2002, as amended.</p> <p>Signs shall conform to Ontario Building Code O. Reg. 332/12, as amended.</p> <p>Signs shall be fully secured to a structural member beyond the cladding of the building. Confirmation of the wall structure including support for signage will be required. Plywood backing is recommended.</p> <p>Permits are required prior to the installation of signs.</p>
Traffic Services Review Not Cleared Comments	

Scott McIntyre - scott.mcintyre@brampton.ca

<p><i>Final Comments</i></p>	<p>Development Permit Application (future application) Comments:</p> <ol style="list-style-type: none"> 1. A tertiary plan is required to demonstrate how the adjacent properties can function or redevelop, in a manner that is compatible with this proposed development. <ol style="list-style-type: none"> a. In this regard, that plan will demonstrate how the adjacent properties may be able to gain access to the proposed access to the subject site in order to limit the number of new accesses onto major public roads. Staff will review how easements for vehicular access may be required at a future time over the subject lands in favour of adjacent properties to accommodate their development. 2. Intersection daylighting is not provided at the corner of Market Street & Thomas Street (Dwg. A102). The site is required to convey the necessary lands to provide 5.0 metre intersection daylight rounding. The daylighting is to be measured from the new road widenings. <ol style="list-style-type: none"> a. The proposed 3.2 metre Thomas Street road widening is acceptable. b. The proposed 3.25 metres Market Street road widening is acceptable. c. The proposed 5.0 metre Main Street North road widening is acceptable. 3. The following documentation is required for land conveyances: <ol style="list-style-type: none"> a. A draft reference plan; b. A second drawing of the draft reference plan overlaid onto the proposed site plan, showing only the subject site, depicting a separate part(s) where the land is to be conveyed; and c. A memorandum to the Transportation Division setting out the part(s) on the draft reference plan that are to be conveyed and copied to the Legal Services Division. d. Upon approval of the Draft Reference Plan by the City's Transportation Division, arrange for the Surveyor to have the Draft Reference Plan deposited at the Land Registry Office of Peel. And e. Deposited copies are to be provided to the Transportation Division and the Legal Services Division. 4. Deleted. 5. The daycare layby lane is currently proposed within the municipal right-of-way. There are three issues with this layby lane. <ol style="list-style-type: none"> a. Municipalities do not permit stopping or parking within intersections. The layby lane is proposed within the Thomas Street/Joseph Street intersection. As a result, the layby lane must be relocated to a point outside the operational limits of the intersection. b. Should the proposed layby lane remain within the municipal right-of-way, the lane cannot be dedicated exclusively to the proposed daycare. The layby lane would be within the public right-of-way and as a result, any vehicle can park within the layby lane. The daycare would not be permitted to use this lane exclusively, nor would signs indicating 'daycare parking only' be permitted.
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- c. A layby lane within the municipal right-of-way would also result in additional right-of-way land conveyances from the applicant to the city. Thomas Street would be required to be widened by the proposed width of the layby lane.
- 6. The proposed Thomas Street site access must be relocated to align with the existing Joseph Street intersection. The reason for the relocation of the access is for motorists, cyclist and pedestrian safety.
 - a. With the access aligned with Joseph Street, this would create what would be similar to a 4-legged intersection. As a result, all-way stop control will be feasible should it be warranted.
 - b. The aligned access also eliminates vehicular and/or pedestrian conflict points. Midblock pedestrian crossings would also be reduced.

Parking Ramps - Underground or Above Ground

- 7. As per the architectural drawings (Dwg. A201) it appears that there will not be parking on ramps. In the event where pedestrian travel is required on slopes (such as on parking ramps) the Municipal Engineers Association (MEA) recommends a maximum 8.33% slope with ramps no longer than 9.0 metres. The MEA also recommend where a total grade change of 1.8 metres exist, intermediate landings are necessary for pedestrians.
- 8. The maximum acceptable slope for a ramp leading to underground parking is 6% when not heated and exposed to the weather, 8% and heated when the ramp is exposed to the weather.
- 9. Ramps protected from the weather can have a maximum slope of 15% for short vertical distances, generally of less than 2.0 metres.
- 10. Where vertical distance exceeds 2.0 metres, or where ramps are curved, a slope of 1:12 (8%) is desired. Slopes of 1:10 (10%) may be considered.
- 11. Grades between transitions must be gradual to prevent vehicles from 'bottoming-out'.
- 12. The grade for the underground parking ramps at points adjacent to ground-level at-grade driveways, parking aisles and sidewalks, is to be level (minimal slope) for a minimum length of 6.0 metres with the aforementioned areas. This is to allow a level area where motorists exiting the underground parking garages can safely stop while not on a grade. The benefit of this is to avoid stopping on a grade on an area of the ramp that is exposed to the weather. This also provides a safe stopping area where motorists can easily view oncoming pedestrians and motorists before entering into the traffic stream.
- 13. Vertical Clearance - For loading spaces, the minimum vertical clearance is 4.25m
- 14. Convex mirrors may be required at top of ramps, bottom of ramps or through corners to increase visibility.
- 15. A sightline analysis (vertical and horizontal) is required for the parking ramp, as the concept site plan submitted implies that a 90o turn is required at all levels of the ramp. As such, building supports and ramp grade may severely impact the parking ramp operations.
- 16. The ramps must accommodate opposing traffic. A swept path analysis is required to verify this requirement. This is of particular interest where 90o turns are currently proposed, where no turning radius (curb radius) is provided.

- a. Underground ramps are to also accommodate the popular vehicles purchased, include SUV's and Pickup Trucks.
17. Ultimately the underground parking garage drawings are required to be submitted for review and approvals through the site plan application process, not the rezoning process. However rezoning would not be supported if the site proves to be of insufficient size to accommodate an acceptable parking ramp.

TIS Comments:

1. The TIS is not yet approved.
2. Please ensure that parking supply is analysed within the TIS.

The proposed parking rate does not comply with the existing requirements of the Development Permit System By-law. The parking rate outside of the DPS area, and within the *Central Area* has no minimum parking requirement for residential. The minimum required parking is 0.2 spaces per unit, which is dedicated to visitors. This equates to a required visitor parking amount of 230. A parking justification is required for the proposed 115 stalls shared between daycare, visitors and retail. As a minimum 230 visitor parking stalls are to be provided. The remaining rates are to be justified. The TIS requires an update to include parking supply.
 - a. Retail and daycare parking will be required to be justified within the TIS. This parking is to be tabulated separately from the residential visitor parking rate.
 - b. TIS approval requires a parking justification that can be supported.
3. The TIS must remove the Disclaimer. Copyright, non-disclosure and third party disclaimers/notices are not acceptable. The report will be used by the City and may be disclosed or reproduced in the course of the City carrying out its duties in reviewing the report or any associated development application.
4. The TIS must remove the Copyright Notice. The consultant is to remove the copyright notice and make it clear that the City can rely on the report and have them acknowledge that it will be used, reproduced and disclosed in the course of the City carrying out its duties in reviewing the report and as otherwise required by law.
5. Pg. 04 of 321 – Executive Summary Conclusions – The TIS clearly indicates that daycare pick-up/drop-off volumes exceed capacity.
 - a. The TIS makes an assumption (that the City does not agree with) inferring that establishing a suitable split between external and on-site demand would be sufficient to alleviate the potential issue.
 - b. The City is unable to control the catchment area of the proposed daycare. As a result, customers of the proposed daycare may not originate from on-site. Neither the City, nor the daycare has the ability to control where daycare customers originate.
 - c. Due to the proximity of the proposed development to the existing major GO-Station transit hub, it is very reasonable to expect that daycare customers will originate from a large catchment area, that is similar to the catchment area of the GO-Station.

6. Pg. 04 of 321 – Executive Summary Recommendations – The TIS recommends that “The Region and the City monitor traffic signal timing”, however, the recommendations also state that there is “no requirement for offsite improvements”.
 - a. These statements are in conflict with each other. Clearly the author of the TIS acknowledges that traffic signal timing, and/or other municipal improvements may be required in the future. However, the statement releases the developer from any obligation to contribute to municipal improvements. This is despite the fact that the development proposed 1,150 residential units.
7. Pg. 10 of 321, Sect. 2.1 – Sproule Drive is incorrectly identified as collector road. This road measures 20.0m width. At 20m width, Sproule Drive is classified as ‘local’ road. The city’s Schedule ‘B’ is misleading and will be corrected.
8. Pg. 30 of 321, Sect. 3.2 – All reference ITE pages must be included within the TIS appendices. This includes the ITE Trip Generation Handbook where the pass-by trip rate was referenced.
9. Pg. 30 of 321, Sect. 3.2 – The city cannot accept a 34% pass-by rate that is applied to Driver Mode Share when parking access and lay-by parking is located on a minor local road. The TIS is to further justify any pass-by rate utilized.
 - a. In this scenario, pass-by trips should actually add traffic volume numbers to the site access, for the simple reason that access to site parking is on the local road (Thomas Street). Background traffic volumes on Thomas Street are not significant enough to justify a 34% pass-by rate. Particularly when the pass-by rate is used to justify a reduced trip generation volume.
10. Pg. 32 of 321, Table 3.3 – The total trips generated from the proposed development may require reevaluation due to the comments above. This pertains to the 306 AM trips and 349 PM trips estimated within the TIS.
11. Pg. 33 of 321, Sect. 3.3 – Existing turning movement counts (TMC’s) are to be the main source of data used to determine the proposed development’s trip distribution and assignment. Existing traffic counts are a quantitative measure of travel patterns versus the qualitative measure (verbal responses) from the Transportation Tomorrow Survey (TTS) referenced within the TIS. As a result, the trip distribution and assignment within the TIS are not currently supportable.
12. Pg. 33 of 321, Sect. 3.3 – The TIS assumes traffic to/from the proposed development will utilize a route of least delay and ease of movement. This approach is theoretically supportable, however, the TIS further assumes that the preferred routes are those that are signalized. The city finds this approach not supportable.
 - a. Motorists will choose a route of least resistance. The David Street and Market Street intersections currently are not controlled by traffic signals, and are therefore considered the route of least resistance. Further to this, the Main Street/Church Street intersection, which is controlled by traffic signals, does not provide a dedicated left-turn lane, nor does the Church/Main intersection provide a protected left-turn phase. As a result, northbound Main Street motorists will choose the Market Street intersection over the Church Street intersection to obtain access to Thomas Street.
 - b. For those above noted reasons, the city disagrees with the traffic assumption in this section.
13. Pgs. 36 & 37, (Figures 3.3 & 3.4) – Zero left-turn from northbound Main at the Market

	<p>Street intersection is not supportable. It is the city's opinion that the Market Street intersection will be the primary route to the proposed development under the current configuration depicted within the architectural plans and concept plan.</p> <p>14. Pg. 38, Sect. 4.2 – A zero percent (0%) growth rate is not supportable. Please advise where within municipal correspondence was direction received regarding supporting a zero percent background traffic growth rate?</p> <ol style="list-style-type: none"> The city has multiple developments coming to the downtown area in the near future. The TIS is to be revised utilizing a 3% growth rate. <p>15. Pg. 54 of 321, Sect. 5.2 – Verify the daycare capacity. The TIS estimates a capacity of 83 children. This is based on a proxy site of 434 m2. However, using the calculation provided within the TIS, the estimated capacity of the proposed daycare is 67 children, not 83 children.</p> <p>16. Pg. 54 of 321, Sect. 5.2 – The layby capacity, as it is currently depicted within the municipal right-of-way, cannot be estimated. As identified within the site plan comments, should the layby remain within the municipal right-of-way, the layby cannot be dedicated for exclusive use by the daycare. Nor can the layby lane be signed for exclusive use by the daycare. As a result, public use of the layby lane would limit the availability of layby storage for daycare use.</p> <p>17. Appendix 'H', Dwg. AT-9 – Amend this Fire Truck swept path to ensure the truck can traverse the entire internal courtyard. (Note: is the island within the internal courtyard mountable by vehicles? Or will the island be surrounded by a 'barrier curb'? The type of island curb, if any, may impact a vehicles sweptpath).</p> <p>Investigation of Main Street North Access:</p> <p>Further to the above comments, in consideration of the number of residential units, the retail, and the daycare being proposed, staff is requesting that access from Main Street North be investigated. Based on the outcome, a Main Street North access may be supported. Please ensure that the TIS investigates is to evaluate the site with a Main Street full-moves access directly opposing Ellen Street. Such an access would require traffic signalization.</p>
Transit Review Michelle Lui - michelle.lui@brampton.ca	Cleared Conditions of Approval
<i>Final Comments</i>	<p>There are 2 existing southbound bus stop along the Main St N in close proximity to this development (Southbound Main Street N, south of David Street and Southbound Main Street N, north of Market Street). Please depict this infrastructure on a revised concept site plan.</p> <p>The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective transit service coverage.</p> <p>North of the privately owned public space, (approximately 15 metres north of Ellen Street) the applicant will be required to provide a new bus pad. The bus pad shall be either a:</p> <ol style="list-style-type: none"> 9.0 metre long concrete bus pad, with a minimum width of 4.0 metres, flush to the proposed curb and sidewalk, or

	<p>2. 9.0 metre long concrete bus pad, with a width less than 4.0 metres, flush to the proposed curb and sidewalk AND a 5.0m long by 2.5m wide concrete bus shelter behind the sidewalk.</p> <p>Please refer to Brampton Standard 260. The location and detailed design of the new bus pad referenced above are subject to change and will be reviewed again upon receipt of the Engineering Submission.</p> <p>Based on anticipated transit trip generation, the applicant shall contribute a cash lump sum of seven thousand dollars (\$ 7,000) towards Brampton Transit's annual Shelter Program for a new transit shelter and related infrastructure to be installed on the proposed concrete shelter pad. This amount shall be deposited prior to approval of the future development permit application.</p> <p>A pedestrian walkway/crossing should be provided at Main St N and Ellen St or other appropriate locations along the site frontage.</p> <p>Note:</p> <p>The City is in the process of initiating a Transit Project Assessment Process (TPAP) for the Downtown Transit Hub (bus terminal) around Brampton GO station that will also explore street network and access connections to the new bus terminal. This site falls within the preliminary study area. Over the next five years there is a potential for a number of major higher order transit infrastructure projects being delivered near the site with overlapping schedules. Two of the major projects could be the Metrolinx Third Track, and Transit Hub infrastructure delivery. Coordination between Metrolinx and the City as these projects advance will be required. Please contact Kumar Ranjan, Manager of High Order Transit (kumar.ranjan@brampton.ca) for additional information.</p>
Urban Design Review Parul Jain - parul.jain@brampton.ca	Not Cleared Comments
<i>Final Comments</i>	<p>In addition to the comments below, please review the attached Urban Design and Urban Design Brief Comments.</p> <p>General Comments</p> <ol style="list-style-type: none"> 1. The Proposed development should reflect design excellence and innovation, acknowledging the important role it will play in defining the image and livability of downtown. 2. In addition to architectural quality, design excellence should be reflected through the effective use of resources, high-quality materials, innovative and sustainable building design and construction and a sensitive response to the Heritage corridor. 3. Wind studies indicate uncomfortable wind conditions in both seasons where the POPS is proposed. Please reconsider the design of the POPS space or apply structural and mechanical measures to mitigate the effect of wind in this space. 4. Please review the City's latest terms of reference for the acceptable wind comfort conditions for outdoor amenities: City of Brampton Wind Study Terms of Reference <p>Site Plans Setbacks and Open Space:</p> <ol style="list-style-type: none"> 1. The minimum internal yard setbacks from the podium to the property line shall be 7.5 meters in order to ensure a 15 metre separation distances for future development on adjacent lots.

	<ol style="list-style-type: none"> The daycare outdoor space is restricted. To provide additional outdoor space, consider extending the southerly wall to the north so it is flush with the wall containing the library and extend the outdoor daycare space to the east. <p>Built Form and Massing</p> <ol style="list-style-type: none"> The proposal will be significantly taller than other buildings in this area and will serve as iconic – and needs to provide a superior architectural form and with superior quality. The base, middle and top of the building should be clearly defined and articulated to create pedestrian scale and diminish the visual impact of the towers. The proposed development is within an area with a number of heritage resources. Aim to conserve and integrate adjacent and on-site heritage properties, and consider how Brampton's heritage can be incorporated into part of the building design proposed. The podium articulation should consider the existing scale and materials of the heritage context – particularly the adjacent designated heritage structure. Please provide a 2 metre stepback at the third floor to ensure continuity of the heritage scale at grade. See attached precedents. The base shall be articulated to elevate the heritage characteristic of the neighborhood. The use of high quality red bricks is strongly recommended for the podium. Please consider providing for break floors/ stepbacks every 15 floors to break the verticality of the point towers. This can serve as an excellent opportunity to provide for outdoor amenities on these terraces for all age groups as well as help provide architectural relief. See attached precedents.
DPS By-law Review Carmen Caruso – carmen.causo@brampton.ca	
<i>Final Comments</i>	Format and details of the implementation documents will be reviewed once issues outlined in this report are addressed.

Cleared

May 2, 2022

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n: Carmen Caruso

Re: Application for Zoning by-Law Amendment - 199, 203, 205, 207, 209, 219,
221 Main Street North; 34, 38, 42, 44 Thomas Street; and 4 Market Street

COB File: OZS-2022-0011

Dear Carmen,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
- Anticipated capacity is not guaranteed and must be confirmed with Alectra Utilities Brampton. If capacity is available, it is provided on a first come first serve basis and the applicant is responsible for any expansion costs when the system capacity would have to be enhanced/expanded due to the applicant's loading requirements.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 26 weeks or longer.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Supervisor, Distribution Design – ICI & Layouts
Alectra Utilities

Caruso, Carmen

From: Trdoslavic, Shawntelle
Sent: 2022/04/05 10:00 AM
To: Caruso, Carmen
Cc: BramPlanOnline_Automated
Subject: FW: EXTERNAL RE: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

Importance: Low

FYI

Thanks,
Shawntelle

From: CA - Circulations <CA.Circulations@wsp.com>
Sent: 2022/04/05 9:55 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022
Importance: Low

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Thank you for your circulation on [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022. Your email has been received and relayed to Bell staff for review. The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure. Bell Canada also appreciates the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments/input be required on the information included in the circulation. Bell Canada kindly requests to always be circulated on any future materials related to this development project or infrastructure/policy initiative. Please note that Bell Canada does not generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

If you have any questions, please contact planninganddevelopment@bell.ca directly. *Please note that this circulations email account is managed by WSP on behalf of Bell Canada. All reviews and responses are always undertaken by Bell Canada.*



wsp.com

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: Tuesday, April 5, 2022 1:53:33 PM

To: planninginfo@peelregion.ca <planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca <Megan.Meldrum@peelregion.ca>; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; peelplan@trca.ca <peelplan@trca.ca>; Adam Miller <Adam.Miller@trca.ca>; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>; Colleen Bonner <Colleen.Bonner@trca.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com <suzanne.blakeman@peelsb.com>; nicole.hanson@peelsb.com <nicole.hanson@peelsb.com>; proximity@cn.ca <proximity@cn.ca>; Development.Coordinator@metrolinx.com <Development.Coordinator@metrolinx.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com <DaveA.Robinson@alecrautilities.com>; Dennis De Rango <landuseplanning@hydroone.com>; Municipal Planning <municipalplanning@enbridge.com>; christopher.fearon@canadapost.ca <christopher.fearon@canadapost.ca>; CA - Circulations <CA.Circulations@wsp.com>; planninganddevelopment <planninganddevelopment@bell.ca>; gtaw.newarea@rci.rogers.com <gtaw.newarea@rci.rogers.com>

Cc: Caruso, Carmen <Carmen.Caruso@brampton.ca>; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>

Subject: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

Good Morning,

Please find attached the **Notice of Application and Request for Comments**. An application for **199, 203, 205, 207, 209, 219, 221 Main Street North; 34, 38, 42, 44 Thomas Street; and 4 Market Street** with an assigned file number of **OZS-2022-0011** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Carmen Caruso by **April 25, 2022**

If you have any concerns please contact Carmen at Carmen.Caruso@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

Caruso, Carmen

From: Saadia Jamil <Saadia.Jamil@cn.ca> on behalf of Proximity <proximity@cn.ca>
Sent: 2022/04/13 12:44 AM
To: Trdoslavic, Shawntelle
Cc: Caruso, Carmen
Subject: [EXTERNAL]2022-04-13_CN Comments_199, 203, 205, 207, 209, 219, 221 Main Street North; 34, 38, 42, 44 Thomas Street; and 4 Market Street

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Hello,

Thank you for circulating CN on the subject application. The subject site is located in proximity to the CN railway corridor. It should be noted that CN has concerns of developing/densifying residential uses in proximity to our railway right-of-way. This is due to noise, vibration and potential trespass issues that will result. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated.

Please refer to CN's guidelines below for the development of sensitive uses in proximity to railways. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area. CN urges the municipality pursue the implementation of the criterion as conditions of an eventual project approval. These policies have been developed by the Railway Association of Canada and the Federation of Canadian

1. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
2. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
3. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the mitigation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
4. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
5. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

Please note that CN anticipates to review a noise and vibration report for the subject site.

Please keep us apprised on any updates on the project.

Saadia Jamil

Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



E : proximity@cn.ca
1600, René-Lévesque Ouest, 11e étage
Montréal (Québec)
H3H 1P9 CANADA
wsp.com

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Tuesday, April 05, 2022 9:54 AM
To: planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; peelplan@trca.ca; Adam Miller <Adam.Miller@trca.ca>; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>; Colleen Bonner <Colleen.Bonner@trca.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Proximity <proximity@cn.ca>; Development.Coordinator@metrolinx.com; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com; Dennis De Rango <landuseplanning@hydroone.com>; Municipal Planning <municipalplanning@enbridge.com>; christopher.fearon@canadapost.ca; circulations@wsp.com; planninganddevelopment@planninganddevelopment@bell.ca; gtaw.newarea@rci.rogers.com
Cc: Caruso, Carmen <Carmen.Caruso@brampton.ca>; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>
Subject: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

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Good Morning,

Please find attached the **Notice of Application and Request for Comments**. An application for **199, 203, 205, 207, 209, 219, 221 Main Street North; 34, 38, 42, 44 Thomas Street; and 4 Market Street** with an assigned file number of **OZS-2022-0011** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Carmen Caruso by **April 25, 2022**

If you have any concerns please contact Carmen at Carmen.Caruso@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



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April 8, 2022

Carmen Caruso
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Caruso:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan
SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.)
199-221 Main Street North, 34-44 Thomas Street and 4 Market Street
West side of Main St N, north of Queen St E
File: OZS 2022-0011
City of Brampton – Ward 1

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of a 2 mixed use buildings with a total of 1149 residential units which are anticipated to yield:

- 19 Junior Kindergarten to Grade 8 Students; and
- 16 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Our Lady of Fatima	270	217	12
Secondary School	Cardinal Leger	1253	1245	6

The Board requests that the following condition be incorporated in the development agreement:

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

April 25, 2022

Carmen Caruso
Central Area Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Carmen:

**RE: Application to Amend the Official Plan and the Main Street North
Development Permit System By-law -OZS-2022-0011
SGL Planning and Design Inc. – Bristol Place Corp. (Solmar Development Corp.)
199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street
North of Market Street and 117 metres along Thomas Street
City of Brampton (Ward 1)**

The Peel District School Board has reviewed the above-noted application (1,149 residential apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12
110	33	20

The students generated from this development will attend the following schools:

Public School	School Enrolment	School Capacity	Number of Portables
Glendale P.S. (Kindergarten to Grade 5)	305	369	0
Beatty-Fleming Sr. P.S. (Grade 6 to Grade 8)	366	583	0
David Suzuki S.S. (Grade 9 to Grade 12)	1,530	1,554	5

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application. If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP
Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2022-0011 comment.doc

Caruso, Carmen

From: Trdoslavic, Shawntelle
Sent: 2022/04/21 11:33 AM
To: Caruso, Carmen
Cc: BramPlanOnline_Automated
Subject: FW: [EXTERNAL]RE: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

Good Morning Carmen,

Please find below comments from Enbridge for the above noted file.

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2022/04/21 10:39 AM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman

Municipal Planning Analyst

Long Range Distribution Planning

—

ENBRIDGE

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: Tuesday, April 5, 2022 9:54 AM

To: planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; peelplan@trca.ca; Adam Miller <Adam.Miller@trca.ca>; Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>; Colleen Bonner <Colleen.Bonner@trca.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; proximity@cn.ca; Development.Coordinator@metrolinx.com; Henry Gamboa <henry.gamboa@alectrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alectrautilities.com>; DaveA.Robinson@alectrautilities.com; Dennis De Rango <landuseplanning@hydroone.com>; Municipal Planning <MunicipalPlanning@enbridge.com>; christopher.fearon@canadapost.ca; circulations@wsp.com; planninganddevelopment <planninganddevelopment@bell.ca>; gtaw.newarea@rci.rogers.com

Cc: Caruso, Carmen <Carmen.Caruso@brampton.ca>; Owusu-Gyimah, Cynthia <Cynthia.OwusuGyimah@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>; Ajitkumar, Richa <Richa.Ajitkumar@brampton.ca>

Subject: [External] [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?

DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Good Morning,

Please find attached the **Notice of Application and Request for Comments**. An application for **199, 203, 205, 207, 209, 219, 221 Main Street North; 34, 38, 42, 44 Thomas Street; and 4 Market Street** with an assigned file number of **OZS-2022-0011** was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, Carmen Caruso by **April 25, 2022**

If you have any concerns please contact Carmen at Carmen.Caruso@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development
City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
shawntelle.trdoslavic@brampton.ca

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Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Caruso, Carmen

From: development.coordinator <development.coordinator@metrolinx.com>
Sent: 2022/05/04 4:19 PM
To: Caruso, Carmen
Cc: Derek Brunelle
Subject: [EXTERNAL]199-221 Main Street North, 34-44 Thomas Street, and 4 Market Street
Attachments: Metrolinx Environmental Easement January 2022.pdf

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon, Carmen

We apologize for the late response to this planning application. If Metrolinx's comments below can be considered going forward, that would be appreciated.

Metrolinx has reviewed the circulation documents for the above-noted address. It is Metrolinx's understanding that the Proponent plans to construct two 48-storey mixed-use buildings at this location. Metrolinx comments on the Application are noted below:

- The subject property is located within 300m of Metrolinx's Weston Subdivision which carries Halton GO train service.
- The property is subject to a Noise and Vibration Impact Study, which is included in the current report.
- The Proponent shall provide confirmation to Metrolinx, that following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor
 - **Warning:** Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.
- The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 metres of the rail right-of-way. We have included a copy of the form of easement for the Proponent's information. The Proponent may contact derek.brunelle@metrolinx.com with questions and to initiate the registration process. (It should be noted that the registration process can take up to 6 weeks).

Thank you,

Derek

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Form of Easement

WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the "**Easement Lands**");

IN CONSIDERATION OF the sum of TWO DOLLARS (\$2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations (herein collectively called the "**Operational Emissions**").

THIS Easement and all rights and obligations arising from same shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, servants, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of each party hereto, if more than one person, shall be joint and several.

Easement in gross.

Caruso, Carmen

Subject: FW: [EXTERNAL]RE: [OZS-2022-0011] Notice of Application and Request for Comments:
DUE APR 25/2022

From: GTAW New Area <gtaw.newarea@rci.rogers.com>

Sent: 2022/04/21 1:13 PM

To: Caruso, Carmen <Carmen.Caruso@brampton.ca>

Subject: [EXTERNAL]RE: [OZS-2022-0011] Notice of Application and Request for Comments: DUE APR 25/2022

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Rogers Communications Canada Inc. has no objections.

Thank you

Monica LaPointe

Permit Coordinator

MOB.Permits@rci.rogers.com

Outside Plant Engineering GTAW

3573 Wolfedale Road.

Mississauga ON L5C 3T6

416 913 0693/ 647 643 1446

Caruso, Carmen

From: Colleen Bonner <Colleen.Bonner@trca.ca>
Sent: 2022/04/19 1:52 PM
To: Caruso, Carmen
Cc: Anthony Syhlonyk
Subject: [EXTERNAL]Development Team Meeting

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon Carmen,

I am unable to attend Thursday's meeting but I see that OZS-2022-0011/ 199-221 Main St. N, 34-44 Thomas St., and 4 Market Street is on the agenda. It is located outside of TRCA's regulated area however it does require review to ensure conformance with Stormwater Management and hydrogeological impacts.

It is presently in review and comments will be provided mid May. If there's any concern regarding this timeline please let me know.

Regards,

Colleen Bonner, MES, RPP (she/her)
Senior Planner | Development Planning and Permits
Development and Engineering Services

T: (416) 661-6600 ext. 5307
C: (416) 543-0450
E: colleen.bonner@trca.ca
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)

Please note that TRCA's Offices are presently closed to visitors. The plan input and review function continues during the Coronavirus pandemic. In order to reduce the potential of transmission, TRCA requests that development planning and permit applications and materials be submitted digitally in PDF format. Paper submissions are discouraged and may result in extended timeframes for review.

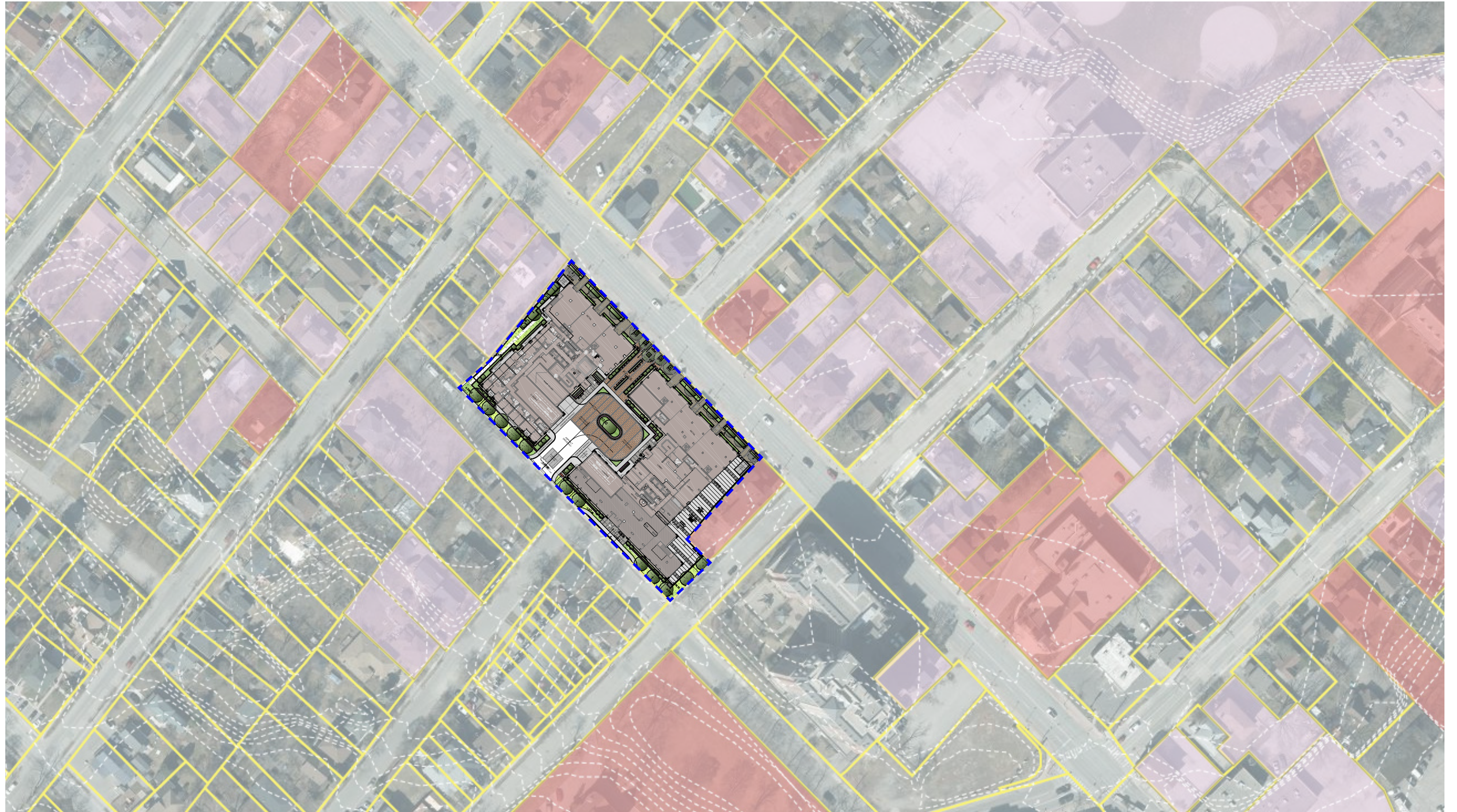
All digital submissions and documents can be submitted to the following e-mail addresses:

Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca

Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

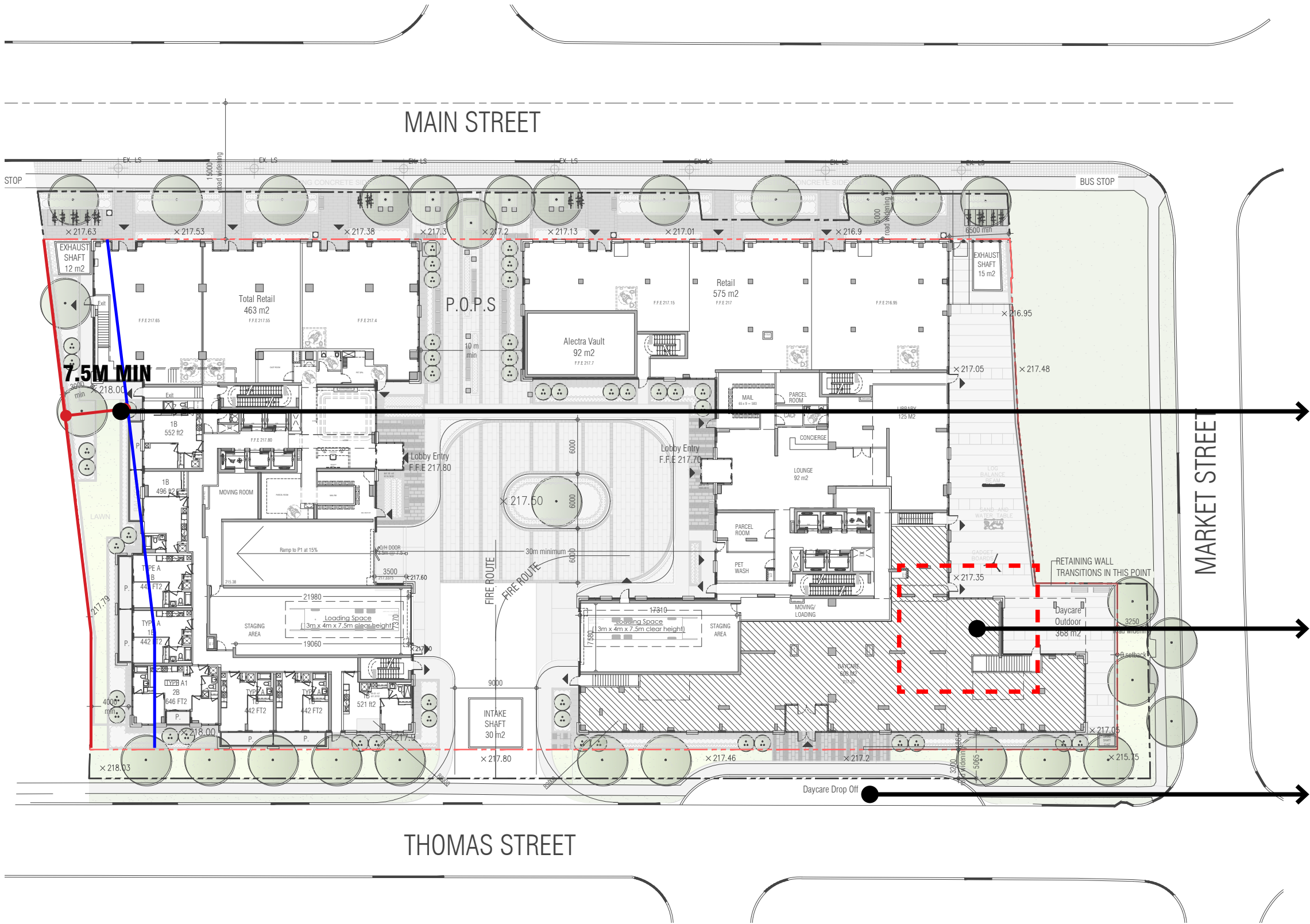
We thank you for your cooperation as we respond to the current situation.







1. Be advised that a written response, identifying how the following comments have been addressed to the City's satisfaction, must accompany the next submission.
2. The Proposed development should reflect design excellence and innovation, acknowledging the important role it will play in defining the image and livability of downtown.
3. In addition to architectural quality, design excellence should be reflected through the effective use of resources, high-quality materials, innovative and sustainable building design and construction and a sensitive response to the Heritage corridor.
4. Wind studies do not indicate a comfortable wind condition in both seasons where the POP has been proposed. Please reconsider the design of the POP space or apply structural and mechanical measures to mitigate the effect of wind in this space.
5. Please check with the city's latest terms of reference for the acceptable wind comfort conditions for outdoor amenities.

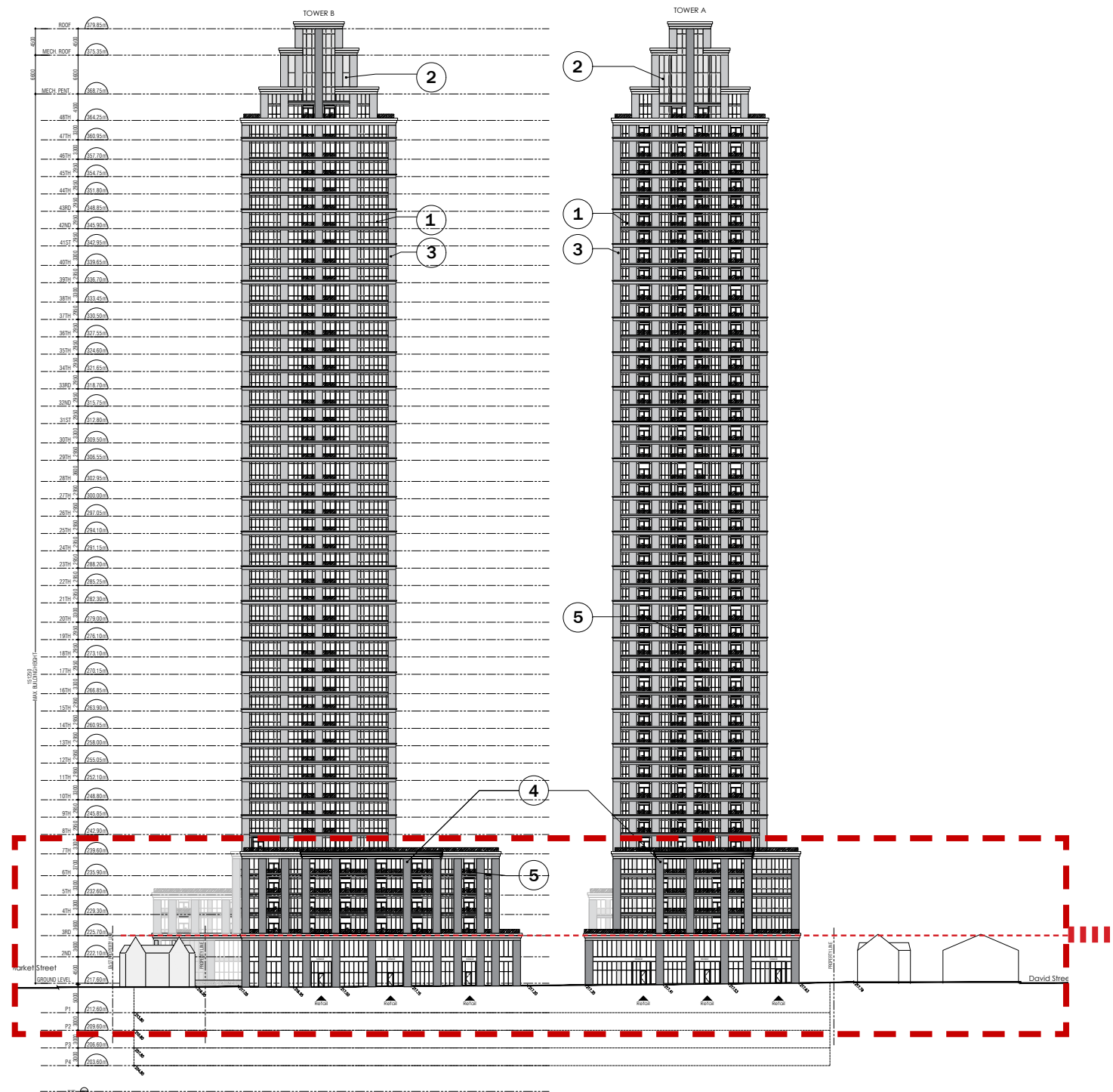


Minimum internal yard setbacks of the podium from the property line must be 7.5 meters in order to ensure for 15 m separation distances for any future developments the adjacent lots may see.

The daycare outdoor is very restricted, please consider flushing this niche with the podium wall to provide for a more open outdoor space.

The drop of lay by proposed for the Day care centre falls within the public right of way. Please see traffic comments and coordinate with them to address the same.

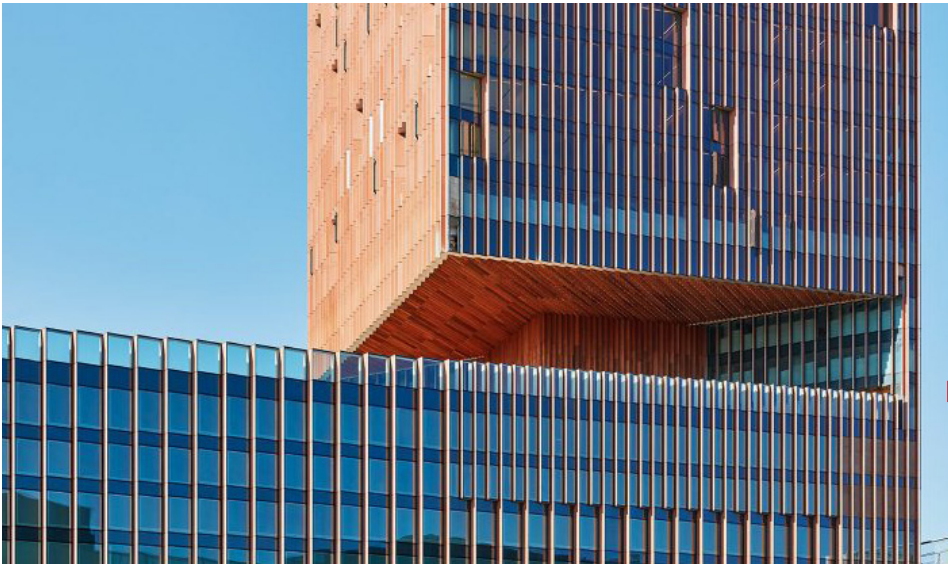
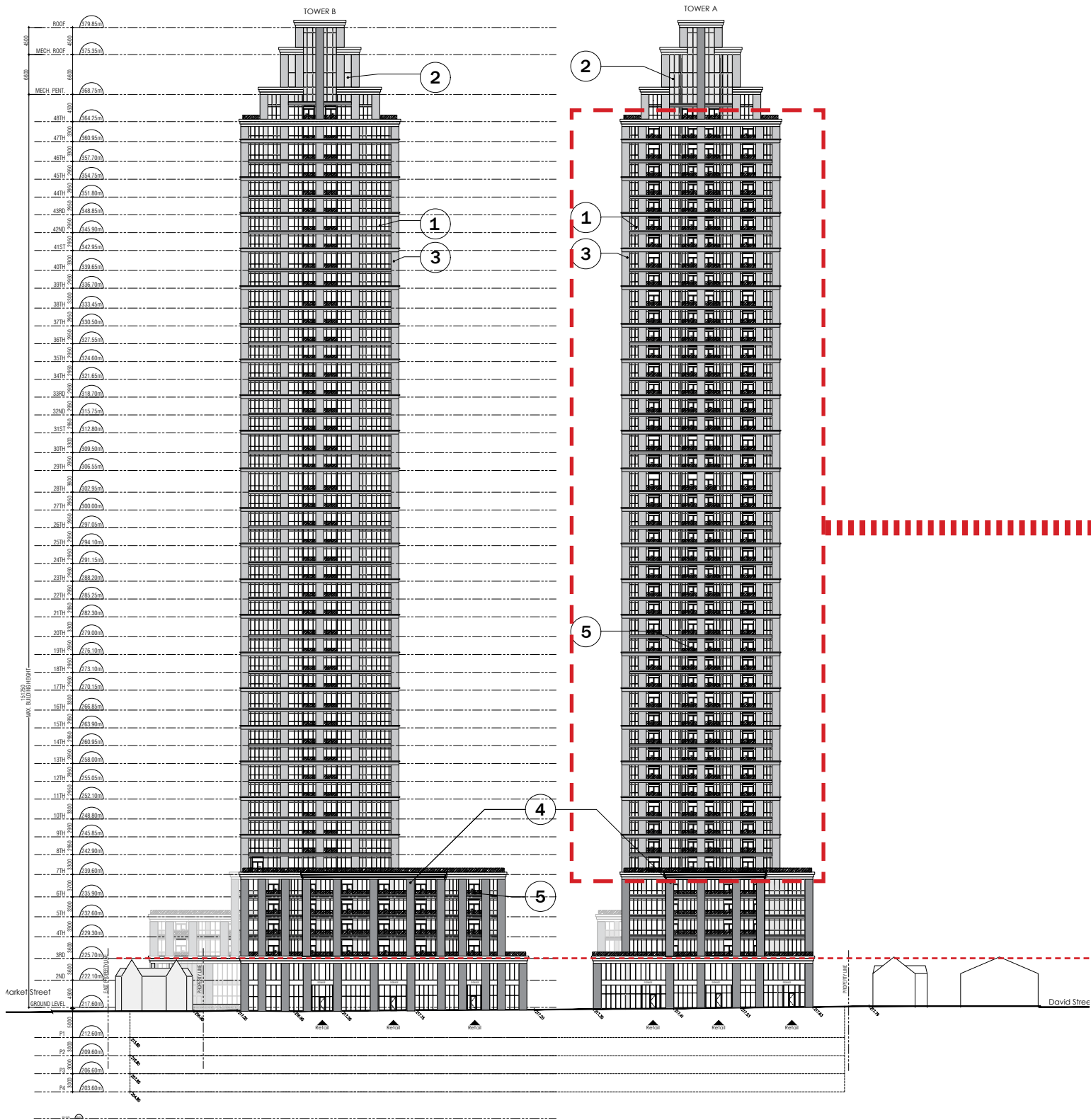
URBAN DESIGN COMMENTS_**BUILT FORM AND MASSING**



1. The base, middle and top of the building must be clearly defined and articulated well to create a pedestrian scale and diminish the scale of the towers.
2. Please be mindful that the proposed development is a part of the Main street heritage corridor and the proposal must aim to conserve and integrate adjacent and on-site heritage properties.
3. The podium articulation must be considerate of the existing scale and materials of the heritage context. Please provide for a 2 m stepback at the third floor to ensure continuity of the heritage scale at grade. See precedents.
4. The base must be articulated to elevate the heritage characteristic of the neighborhood. The use of high quality red bricks is strongly recommended for the podium.
5. Please consider providing for break floors/ stepbacks every 15 floors to break the verticality of the point towers. This can serve as an excellent opportunity to provide for outdoor amenities on these terraces for all age groups as well as help provide architectural relief. See precedents below



URBAN DESIGN COMMENTS_BUILT FORM AND MASSING



Date: May 5th, 2022
File: **OZS-2022-0011**
To: Carmen Caruso, Central Area Planner IV
From: Parul Jain, Urban Designer
Subject: **199, 203, 205, 207, 209, 219 + 221 Main Street North, 34, 38, 42 + 44 Thomas Street, 4 Market Street**
Urban Design Brief consolidated comments Report

OPEN SPACE COMMENTS

Open Space Development has reviewed the Urban Design Brief dated March 2022. Our comments are as follows:

General Comments

1. Be advised that a written response, identifying how the following UDB comments have been addressed to the City's satisfaction, must accompany the next submission.
2. Include the City's file numbers OZS-2022-0011 / PRE-2020-0133 on the cover page.
3. Include a 'List of Figures' with the Table of Contents.
4. Section 1.2.4: Expand on the relocation of existing heritage properties. Where are these homes being relocated to?
5. Illustrate on the plans the house at 193 Main Street North. It is misleading to depict that lot as green space.
6. Expand on the written and graphic content of the brief. Some sections were simply a word, such as Section 2.1.2 Transit.
7. Provide more detail on the landscape elements such as materiality, site furnishings, planting and program elements. Include additional graphics and precedent images that focus on the streetscapes, building entries, and outdoor amenity spaces.
8. The current proposal will not be supported as the overwhelming height is not compatible with the surrounding historical neighbourhood of single detached homes, nor does it provide adequate outdoor amenity space to support the density being proposed. Explore the following changes:
 - a. Drastically reduce the height of the towers and the size of the building footprint to create an architectural massing that better transitions to the adjacent low-density

neighbourhood. This will increase the size of at-grade amenity space and Landscape buffers, and reduce the shadow impact and wind-tunnel effect.

- b. Eliminate the internal ring-round and minimize the vehicular accesses in order to maximize ground floor space for a centralized outdoor amenity area between the buildings that can function as a community park, incorporating the recreational elements listed below.
 - c. Design the building podiums and terraces as secondary outdoor amenity spaces, incorporating a variety of elements that appeal to every age and stage of life. The tower rooftops may function as tertiary amenity spaces, alternatively green roofs should be considered. Design these spaces to achieve a predicted comfort class of 'sitting', as per the wind study.
9. Plan to offer an abundance of shared amenity spaces through a combination of interior and exterior space at ground level and on the rooftop terraces/podiums. A walkout onto a patio/terrace connected to an interior space works well for residential towers. These amenity areas should be adjoining to create a large common element for recreational programming for all ages and levels of mobility. Also, consider private amenity space in the form of individual unit balconies and terraces.
10. Incorporate the following elements into the outdoor amenity areas and make mention of them, noting that each area/terrace/podium may serve a different purpose:
- family zone with play structure and at-grade accessible play components,
 - communal bbq and outdoor dining areas,
 - wellness/yoga garden,
 - allotment gardens/urban agriculture,
 - fenced in dog-run,
 - multi-use courts,
 - swimming pool, which may be interior to the building,
 - shade structures and site furnishings,
 - shade trees, garden beds, open lawn,
 - Landscape lighting.
- Additionally, consider the following interior offerings:
- co-working spaces, business centre,
 - fitness/wellness/yoga studio,
 - children's play room, library,
 - party room, communal kitchen,
 - theatre/screening room,
 - Pet-care station.

11. Look for additional opportunities to incorporate Low Impact Development (LID) principles into the project for improved scoring on the City's Sustainability Metrics and reduced building operating costs. Reference specific principles that will be incorporated in the project under *Sustainability Principles*. Examples include:

- Net Zero-Compliant/Ready Building
- LEED Certification
- Geothermal heating and cooling systems
- Solar Panels on the mechanical penthouse roof
- Green roof installation, in-lieu of artificial turf
- Allotment gardens/urban agriculture
- Rainwater harvesting systems for irrigation

URBAN DESIGN COMMENTS

Urban Design has reviewed the Urban Design Brief dated December 2021. Our comments are as follows:

1. Be advised that a written response, identifying how the following UDB comments have been addressed to the City's satisfaction, must accompany the next submission.
2. Include on the front cover the City file numbers OZS-2022-0011
3. Please include the date on the cover page.

Section 1.1 Site Context

- The site is situated in the Main St N DPS area and is home to several heritage properties. This information is crucial as a context and must be addressed in the following sections

Section 1.2 Opportunities and Constraints

- The projected density of the proposal needs to be supplemented with community facilities and mixed uses that will need to be introduced in order to develop 15 minute complete neighborhoods as per Brampton Vision 2040. Any needs for additional transit services, schools and amenities must be assessed and provided for.
- Please indicate the intent of the proposed development to provide for affordable housing since it falls within the MTSA region.

Section 1.3 Site Plan Development Vision

- Mention the number of units proposed

- The proposed development is located in the Main Street DPS area and it must envision to enhance the heritage characteristic of the street while allowing for intensification
- Include diversity and multigenerational mix here

Section 2.1 Linkages, Connections and Circulation

- Figure 4. Please identify what the different arrows indicate. The connectivity and circulation plan must clearly indicate connections to and from the site, extending to nearby landmarks and transit stops.

Section 3.1 Built Form Principles

- Design the base building to fit harmoniously within the existing context of neighboring building heights at the street and to respect the heritage character of the neighborhood. Implement the use of high quality red brick for the podium façade.
- Promote architectural and urban design excellence, sustainability, innovation design excellence, high-quality materials, and highly sustainable construction methods.
- The proposed podium height is much higher than the surrounding development. Considering the surrounding low rise neighborhood, provide for a 3m step back after the third level to maintain a pedestrian scale at grade.
- Create architectural interest and visually diminish the overall scale of the building mass.
- Plan to provide for punctures and breaks within the towers to allow for a lighter massing. This can be an excellent opportunity to introduce green infrastructure in the form of mid floor terraces and amenity spaces for all age groups.
- Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline.

Section 3.2 Elevation drawings, Perspective renderings/ Views

- Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance.
- Design balconies on lower floors to minimize visual impacts and mitigate privacy concerns. Consider the use of recessed balconies at podium instead of wrap around balconies.

Section 4.0 sustainability Principles

- Incorporate renewable energy systems or district energy where feasible.
- Include energy efficiency measures and evaluate energy performance through changes in glazing ratios, building placement, massing, orientation and articulation, balcony design, materials and construction methods.
- Provide effective lighting and measures for bird-friendly design.

HERITAGE COMMENTS

Heritage staff have reviewed the Urban Design Brief and offer the following comments:

1. Within Section 1.2.4 please revise to indicate heritage buildings are being removed rather than relocated.
2. Within Section 2.2.1 please include guidance for the Main Street North frontage and Thomas Street frontages separately as they appear to have separate treatments.
3. Within Section 3.1 “Built Form Principles” please include guidance that the design of the podium should not only respect and transition to the surrounding neighbourhood but complement and celebrate the historic Main Street North streetscape.
4. Within Section 3.1 “Built Form Principles” please include acknowledgement that Brampton has historically been considered a “brick town” with many buildings not only downtown but across the City being clad in red brick. Please include guidance with regard to material cladding, podium design, and signage guidelines that respects that historic identity.

TRAFFIC COMMENTS

- This Design Brief fails to mention the number of units proposed within these two 48 storey towers. This is basic information that must be included.
- The Thomas Street access must be aligned with the existing Joseph Street. Currently the proposed driveway is not aligned with Joseph Street.

We trust this is of assistance, please contact the author if you require further clarification.

Date: May 18, 2022

To: Carmen Caruso

From: Reshma Fazlullah

Subject: OPA/ZBA Subdivision Application Review – 199 to 221 Main Street North, 4 Market Street and 34, 38, 42 & 44 Thomas Street, Brampton

File: OZS-2022-0011

Submission:

- Phase One Environmental Site Assessment, 199 to 221 Main Street North, 4 Market Street and 34, 38, 42 & 44 Thomas Street, Brampton, Ontario, prepared by Soil Engineers Ltd., dated March 04, 2022.

Comments:

Staff have reviewed the above-noted report in support of a development proposal consisting of mixed uses - residential/institutional/commercial (residential towers with at grade retail use and daycare space) on the subject properties (herein referred as subject site or site).

The Phase One Environmental Site Assessment (ESA) conducted on the subject properties did not identify Potentially Contaminating Activities (PCAs) on and in the vicinity of the proposed development site, contributing to Areas of Potential Environmental Concern (APEC) on the site.

As such, the Phase One report did not recommend a Phase Two investigation for the subject site.

Given the preceding, staff have the following comments:

- The site reconnaissance should be conducted during a time of year that can facilitate unobstructed view of the ground surface in order to identify the presence or absence of areas of disturbed soils, including areas where fill or debris materials appear to have been placed or graded, and areas of stained soil or stressed vegetation;
- The site reconnaissance should include the interior of all buildings and ancillary structures on the subject site in order to identify the presence or absence of any tanks, stains or corrosion on floors other than water, cracks, or other potential discharge location within the buildings.

- Based on the age of the residential buildings on site, it is likely that the historical heating source used was an oil heated or a coal fired furnace. It is unclear, as to why this was not considered as a PCA for the site.
- Based on the information included in the Current and Past Uses Table of the Phase 1 ESA report, it seems the existing residential buildings were developed on agricultural lands. It is unclear, as to why this was not considered as a PCA for the site.
- Please note that a Phase 2 Environmental Site Assessment will be required for the site once the Phase 1 Areas of Potential concern are revised according to the above comments.
- Please be aware that the City will require the Record of Site Condition to be acquired and filed prior to registration of the subdivision.

Note: City of Brampton Building Department reserves the right to request additional environmental requirements in accordance with their policy and procedures. Prior to the issuance of a building permit the owner must file a RSC on the ESR, if the proposed development would otherwise be prohibited by the EPA as described under s.168.3.1 of EPA and Part IV, s. 14.1 of O. Reg. 153/04. A Record of Site Condition will be required for any parcel or portion of land that is to be conveyed to the City.

Reshma Fazlullah

Environmental Engineering | Environment and Development Engineering |
T: 416.848.5350 | E: reshma.fazlullah@brampton.ca

Date: May 17, 2022

To: Carmen Caruso

From: Nathan Plato

Subject: Functional Servicing & Stormwater Management Report
Prepared for Bristol Place Corp.
Prepared by The Odan/Detech Group Inc.
Main Street and Market Street

File: OZS-2022-0011

Submission:

- Functional Servicing & Stormwater Management Report, Proposed Residential High Rise Mixed Use Development Main Street and Market Street, prepared by The Odan/Detech Group Inc., dated February 2022

Comments:

1. Please add the city file number to the titlepage of the report: OZS-2022-0011;
2. Please note that while the report was titled a 'Functional Servicing and Stormwater Management Report', these comments represent a review of the functional servicing aspects of the report in parallel with the Zoning Bylaw Amendment. Please note that at the site plan approvals stage, a detailed Stormwater Management Report will be required for review by our Engineering Development Approvals team;
3. In the conclusions section of the FSR, please add the following: *It should be noted that the details of the stormwater management system will be finalized during the detailed design stage of the Site Plan / Subdivision;*
4. The applicant shall submit a letter describing the condominium tenure of this development if the applicant is planning to register a condominium in the future. The letter shall also include the number of condominium corporations that the applicant is anticipating to register as part of this development proposal;
5. Page 12 of the report states that a pre-development runoff coefficient of 0.65 has been assumed for the existing detached residential as per City of Brampton guidelines. The City of Brampton standard runoff coefficient for detached residential is 0.5. Please revise the pre-development runoff coefficient to 0.5 as per City of Brampton guidelines;

6. The Pre-development Drainage plan shows an external drainage area EX-3A, but it is not mentioned how drainage from this external drainage area will be accommodated. Please discuss how drainage from this external drainage area will be accommodated in the post-development condition, and ensure that no negative impacts to the property or adjacent property will result from the proposed development;
7. Please include the digital model files for the Otthymo model(s) with subsequent submissions;
8. It is currently unclear whether only one storm duration, or multiple storm durations were analyzed in order to calculate the required storage volume. Please ensure that the required storage volume has been calculated as the largest storage volume based on all storm durations, and provide a table in the report or appendix which summarizes these calculations;
9. Please ensure that appropriate mechanisms are in place to prevent backflow from Main St N to the proposed stormwater management tank;
10. On the post-development Drainage Plan, it is currently unclear how runoff is to be captured and directed to the proposed stormwater management tank from catchment 102. In addition, there is insufficient proposed grading information to determine whether there is a safe emergency overland flow path and sufficient freeboard to protect building envelopes and openings to underground parking in the event that the stormwater management system becomes blocked. Please provide more proposed grades and specifics of how runoff will be managed in catchment 102;
11. In accordance with the Stormwater Charge By-law 82-2020, annual stormwater charges for this property will be based on impervious areas. Eligible property owners can seek a reduction in their stormwater charge through the Stormwater Charge Credit Program based on stormwater management measures on their property. For additional information, please contact Olivia Sparrow (olivia.sparrow@brampton.ca) and see the information on our website: <https://www.brampton.ca/EN/residents/Stormwater/Pages/Stormwater-Charge.aspx>.
12. Please note that MECP is introducing a new consolidated approval process called the "Consolidated Linear Infrastructure Environmental Compliance Approval" (CLI ECA) and will replace the Transfer of Review process in spring/summer 2022. One key implication of the CLI ECA is that both LID and conventional practices can be installed on private properties if the following conditions are met:
 - The City has the legal right to access, operate and maintain the privately owned stormwater works;
 - The City ensures on-going operation and maintenance of the privately owned stormwater works; and
 - The privately owned stormwater works have obtained separate ECA, as required.

In addition to that, new SWM requirements may be required for green field developments. Please contact enviropemissions@ontario.ca to confirm how your application will fit into the timing and requirements for transitioning into the new CLI ECA.

Please have the applicant address the above comments and submit a revised report including written response letter.

cc. Maggie Liu
Olti Mertiri

Heritage Staff have reviewed OZS-2021-0011 and offer the following comments:

The Heritage Impact Assessment dated May 11, 2022 and titled “**Heritage Impact Assessment – 199, 203, 205, 207-209, 215-217, and 219-221 Main Street North, 34, 38, 42, and 44 Thomas Street, and 4 Market Street, City of Brampton, Ontario**” prepared by Stantec Consulting Limited was deemed to be complete in accordance with the City’s Terms of Reference by the Brampton Heritage Board on May 17, 2022.

The Brampton Heritage Board also moved at the meeting on May 17, 2022 that in the event that any or all buildings on the property municipally known as 219/221 Main Street North (including the main dwelling, garage, and dollhouse) are intended to come under public ownership, the development proponent be responsible for the cost of relocation, foundation creation, and servicing of the building(s).

Application Comments:

1. A Commemoration Plan (CP) is required as per the recommendations of the complete Heritage Impact Assessment (HIA). The Commemoration Plan will be subject to review and approval to the satisfaction of the Director of City Planning & Design.
 - i. As recommended within the HIA the report *“should include site-specific history, specific commemoration requirements (i.e., interpretative signage, re-use of salvaged materials), and consultation with the Brampton Heritage Board and Peel Art Gallery Museum and Archives. A focus of the Commemorative Plan should be telling the story of the buildings which preceded the development alongside the evolution of the City as the “Flowertown of Canada”.*
 - ii. The CP should explore commemorative options that exceed the scope of providing heritage plaques and provide interesting and thoughtful commemoration of not only the heritage resources that preceded the development but the history of the Main Street North area and, more specifically, the area known as the Washington Block.
 - iii. Heritage staff look forward to the opportunity to work with the applicant to explore approaches to this unique commemoration project.
- b. The Commemoration Plan should include and explore options and recommendations for the dollhouse to be restored and reused on site as a rare and unique way of commemorating the history of the individual properties that preceded the development.
 - i. Please include and explore the following options within considerations for restoration and reuse of the dollhouse on site:
 1. Incorporating the dollhouse as a usable structure within one of the privately owned public spaces (e.g a shade structure, a walkthrough feature);
 2. Incorporating the dollhouse as a usable structure within the daycare outdoor space (e.g a shade structure, storage structure);
 3. Incorporating the dollhouse as a non-usable structure within one of the privately owned public spaces (e.g. as a feature in a garden).

- ii. As per the recommendations within the complete HIA *“the City requested that the dollhouse at the rear of 219-221 Main Street North be relocated and restored within the proposed development. If this is not feasible, the dollhouse should be preferably offered in the sale of the residence, to maintain its historic relationship to the residence. If this is not feasible, the dollhouse should be donated to the City or offered for sale to the public.”*
 - c. The CP should make recommendations with regard to the design of the building façade, including but not limited to:
 - i. Façade material, with consideration given to the noted cultural heritage characteristics of the dwelling known as the Blain House, the distinct “clinker brick” design that is present on the associated garage, and the history of Brampton as a “red brick town”.
 - ii. Façade design, with consideration given to the late 19th / early 20th century design characteristics of the main street north streetscape.
2. A Heritage Building Protection Plan (HBPP) is required for the building at 219/221 Main Street N including the main dwelling and dollhouse. The HBPP should also include protective measures to be taken to protect adjacent heritage resources during construction.
 3. A Heritage Conservation Plan (HCP) is required for the building at 219/221 Main Street N including the main dwelling and dollhouse.
 4. Conditions will be provided in accordance with the recommendations of the Commemoration Plan when it is deemed to be approved.
 5. Securities may be required.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

July 19, 2022

Nasir Mahmood
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
nasir.mahmood@brampton.ca

**RE: Region of Peel Comments
 Official Plan and Amendment Rezoning Application
 99, 203, 205, 207, 209, 219, 221 Main Street North; 34, 38, 42, 44 Thomas
 Street; and 4 Market Street
 Solmar Development Corp.
 City File: OZS-2022-0011
 Regional File: OZ-22-011B**

Dear Mr. Mahmood,

Subsequent to the comment letter provide on July 6, 2022 Region of Peel staff have reviewed the revised FSR for the above noted official plan amendment and rezoning application for the proposed change in use to redevelopment of the above noted properties into two 48-storey mixed-use apartment buildings with a total of 1,149 units. Regional staff have no objection with the Official Plan amendment and Zoning bylaw amendment applications and are pleased to offer regional clearance.

Please be advised that we are satisfied that the outstanding waste management requirements and report fees can be addressed through the subsequent planning approval process.

Regional clearance comments are based on the current proposal and are subject to change should the proposal change through subsequent applications.

The Region looks forward to working with the applicant and the City of Brampton to address any matters of regional interest to assist in the future submission of the subsequent planning applications.

If you have any questions or concerns, please contact me
(abiral.homagain@peelregion.ca 905.791.7800 x8730) at your earliest convenience.

Yours truly,



Abiral Homagain
Planner, Planning and Development Services
Region of Peel

cc. John Hardcastle, Manager Planning and Development Services
 Mauro P. (Solmar)

Draft Official Plan Amendment



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2022

To Adopt Amendment Number OP2006-
to the Official Plan of the
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this [enter date] day of [enter month], 2022.

Approved as to
form.
20 __/month/day
[insert name]

Patrick Brown, Mayor

Approved as to
content.
20 __/month/day
[insert name]

Peter Fay, City Clerk

(ile: OZS-2022-0011)

AMENDMENT NUMBER OP 2006-_____

TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Amendment is to amend the Development Permit System Area: Main Street North section of the Downtown Brampton Secondary Plan Area 7 to add policies that will guide the development of the lands for high density mixed uses.

2.0 Location:

The lands subject to this amendment are located on the northeast corner of Thomas Street and Market Street and are municipally known as 199, 203, 205, 207, 209, 215, 217, 219 and 221 Main Street North, 34, 38, 42 and 44 Thomas Street, and 4 Market Street. The lands subject to this amendment have a total site area of 0.7 hectares (1.72 acres).

3.0 Amendments and Policies Relevant Thereto:

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- a) by adding to the list of amendments pertaining to Secondary Plan Area Number 7: Downtown Brampton Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-_____.

3.2 The document known as the Downtown Brampton Secondary Plan, being Chapter 7, of Part II: Secondary Plans, of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) by adding the following as Policy 5.7.9 to Section 5.7 DEVELOPMENT PERMIT SYSTEM AREA: MAIN STREET NORTH:

“5.7.9 Policies in Section 5.7.9 shall apply to lands bounded by Main Street North, Market Street, Thomas Street, and David Street excepting lands municipally known as 195, 223 and 227 Main Street North; 48 and 54 Thomas Street; and 5 and 7 David Street.

5.7.9.1 The lands may be developed for high density mixed-use development that incorporates a combination of commercial, retail, office, institutional, daycare, and residential uses with a maximum building height of 48-

storeys, a maximum podium height of 6 storeys, and a maximum floor space index of 12.

- 5.7.9.2 A minimum of approximately 1,400 square metres of gross floor area shall be dedicated to non-residential uses on the ground floor, and the non-residential uses facing Main Street North shall have direct access to street.
- 5.7.9.3 The development is located within the Downtown GO Major Transportation Station Area and is strongly encouraged to achieve compact transit-oriented development with a diverse mix of housing unit sizes and tenure, and contribute towards affordable housing and housing choice that aligns with the principles and action items of *Housing Brampton 2021*.
- 5.7.9.4 Bicycle parking shall be provided to serve the users of the development to encourage alternative modes of transportation in lieu of vehicular parking spaces.
- 5.7.9.5 The following urban design principles shall apply to the design of high density mixed-use buildings and additions:
- a. The design of the high density mixed-use buildings shall have complementary design relationship to existing buildings and the planned emerging context, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms.
 - b. The design of all buildings shall have regard to pedestrian safety, and direct street access where possible. Buildings should be massed and be architecturally articulated to reinforce the pedestrian scale, provide an appropriate street wall height at the street line to provide visual variety and interest.
 - c. Buildings shall be encouraged to present their principal building facades with an appropriate building design and fenestration to the public street. Facades shall be given special treatment through the use of massing and building articulation strategies, such as added height, special roof treatments, and use of special cladding materials to address such locational conditions.

- d. Building entrances shall be located and be visible from the adjoining street(s) and, where possible, directly linked to the sidewalks through appropriately articulated walkways.
- e. The prominence of garages or garage doors shall be reduced by providing appropriate treatment. All parking shall be located below grade.
- f. New development and redevelopment shall consider the following factors:
 - i. The nature of the existing and proposed exterior
 - ii. Building materials and architectural elements.
 - iii. Potential impacts on adjacent built heritage resources.
 - iv. The location of driveways and private garages.
 - v. Provision of landscaping to buffer residential uses, enhance streetscape and achieve a high quality of site design.
 - vi. Roofscapes shall be an integral part of the design of a building. In this regard, it is expected that the design of the upper portions of buildings provide interesting architectural features, elements and articulation.
 - vii. Site design shall promote an appropriate design relationship between the public realm, adjacent land uses, on-site operations and visual aesthetics, in order to realize an environment that is pleasant and attractive to the community.
 - viii. Site design shall address compatibility between differing adjacent land uses and planned uses in the context of density, height and massing through appropriate site layout, building locations, massing, and landscape treatments.
 - ix. Continuous, highly visible, well-articulated and landscaped connections between building(s) and the street shall be provided to enhance the streetscape, establish appropriate pedestrian linkages between the sidewalk and building entrances;

- x. Any lighting shall be designed to minimize impacts on adjacent residential areas and properties.”

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW _____

The purpose of By-law _____ is to amend the Official Plan pursuant to an application by Solmar Development Corp. (File: OZS-2022-0011).

EFFECT OF THE BY-LAW

The effect of By-law _____ is to permit the use of the subject lands for two 48 storey mixed use buildings. The development will yield 1149 residential units, and commercial space at grade.

LOCATION OF LANDS AFFECTED

The lands affected by By-law _____ are the lands bounded by Main Street North, Market Street, Thomas Street, and David Street excepting lands municipally known as 195, 223 and 227 Main Street North; 48 and 54 Thomas Street; and 5 and 7 David Street, within the Downtown Brampton Secondary Plan Area 7.

Draft Development Permit System By-law Amendment



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2022

To Amend the Main Street North Development Permit System

By-law, 230-2012, as amended

1. By-law 230-2012, as amended, is hereby further amended:
- (1) By adding the following Section 4.2.1 to Part 4.0 Development Regulations:
- “4.2.1 In this by-law and its Schedules, a district may be particularized with a suffix, consisting of the word “section”, followed by a four digit whole number (that is, a number without a decimal point); and such whole number may be preceded by a dash or be enclosed by brackets. The suffix is a reference to a Special Section in Part 4.0 of this by-law. In addition to regulations and restrictions contained in the Special Section, all regulations and restrictions of the Parent Zone (listed in Section of this by-law) before the Special Section and all other provisions shall also apply to the particular zone provided that they are not in conflict with the regulations and restrictions set out in the applicable Special Section, unless clearly indicated otherwise. There is no functional difference between any way of denoting the suffix, for example, districts described as CMU2-DPS Section 0001, CMU3-DPS Section 0001, R1B-DPS Section 0001 would all be subject to the regulations and restrictions in Section 0001 to this by-law.”
- (2) By changing the district designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
Central Area Mixed Use Three – Development Permit System (CMU3-DPS)	Central Area Mixed Use Three – Section 0001 (CMU3-DPS-0001).

- (3) By adding thereto, the following Sections:
- “0001 The lands designated CMU3-DPS-0001 on Schedule A to this by-law:
- 0001.1 Shall only be used for the following purposes:
- (a) Purposes permitted in the CMU2-DPS District;
 - (b) Purposes permitted in the CMU3-DPS District;
 - (c) A Retirement Home;
 - (d) Purposes accessory to the permitted uses.

0001.2 Shall be subject to the following requirements and restrictions:

- (a) Maximum Floor Space Index: 12;
- (b) Maximum Number of Dwelling Units: 1150;
- (c) Minimum Lot Area: None;
- (d) Minimum Lot Width: None;
- (e) Maximum Height: 48-storeys;
- (f) Maximum Building Floor Plate Above 6th Storey: 785 square metres;
- (g) Minimum Non-Residential Gross Floor Area at Ground Level: 1400 square metres
- (h) Minimum Distance Between Buildings Above the 6th Storey: 25 metres;
- (i) Minimum Setback From the Lot Line Abutting Main Street North to:
 - (i) The first 3-storeys: 3.0 metres;
 - (ii) Any portion of the building above 3-storeys: 5.0 metres;
 - (iii) Any portion of the building above 6-storey: 7.0 metres
- (j) Minimum Setback From the North Lot Line to any portion of the building: 6.0 metres;
- (k) Minimum Setback From the Lot Line Abutting Thomas Street to:
 - (i) The first 4-storeys: 1.5 metres;
 - (ii) Any Portion of a Building above 4-storeys: 4.0 metres;
- (l) The Minimum Setback From the Interior Side Lot Line of the Property Addressed as 195 Main Street North:
 - (i) to the first 6-storeys: 5.0 metres;
 - (ii) Above 6 storeys: 7.0 metres
- (m) Maximum Permitted Encroachment of a Balcony or Patio Into Any Required Yard Shall be 1.5 metres.
- (n) Total Number of Parking Spaces:
 - (i) Visitor Parking Spaces: 0.20 spaces per unit.
- (o) Total Number of Bicycle Parking Spaces:
 - (ii) Residential Units: 0.50 per unit
 - (iii) Non-residential Space: 1 per 500 sq. m.
- (p) Schedule 3, 4, 5, 6, 6-1A and 6-1B shall not apply.
- (q) All lands within the CMU3-DPS-0001 Designation shall be considered one lot for the purposes of this special section, and the front lot line shall be deemed to be Main Street North.

0002 A Development Permit shall not be approved until the following conditions have been fulfilled to the satisfaction of the Commissioner of Planning, Building, and Economic Development Department:

- (a) Approval of the following technical studies:
 - i. Wind Study
 - ii. Shadow Impact Study
 - iii. Traffic Impact Study
 - iv. Urban Design Brief
 - v. Archaeological Report
 - vi. Arborist Report
 - vii. Phase 1 Environmental Site Assessment (and Phase 2 Environmental Site Assessment if required)
 - viii. Geotechnical Investigation

- (b) Execution of a development agreement to provide Community Benefits in exchange for the increased height and density in accordance with Section 9.4.6 of the Downtown Brampton Secondary Plan Area 7 and Section 37 of the *Planning Act*.”

ENACTED and PASSED this [enter date] day of [enter month], 2022.

Approved as to
form.

20__/_month/day

[insert name]

Patrick Brown, Mayor

Approved as to
content.

20__/_month/day

[insert name]

Peter Fay, City Clerk

(City File: OZS-2022-0011)

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW _____

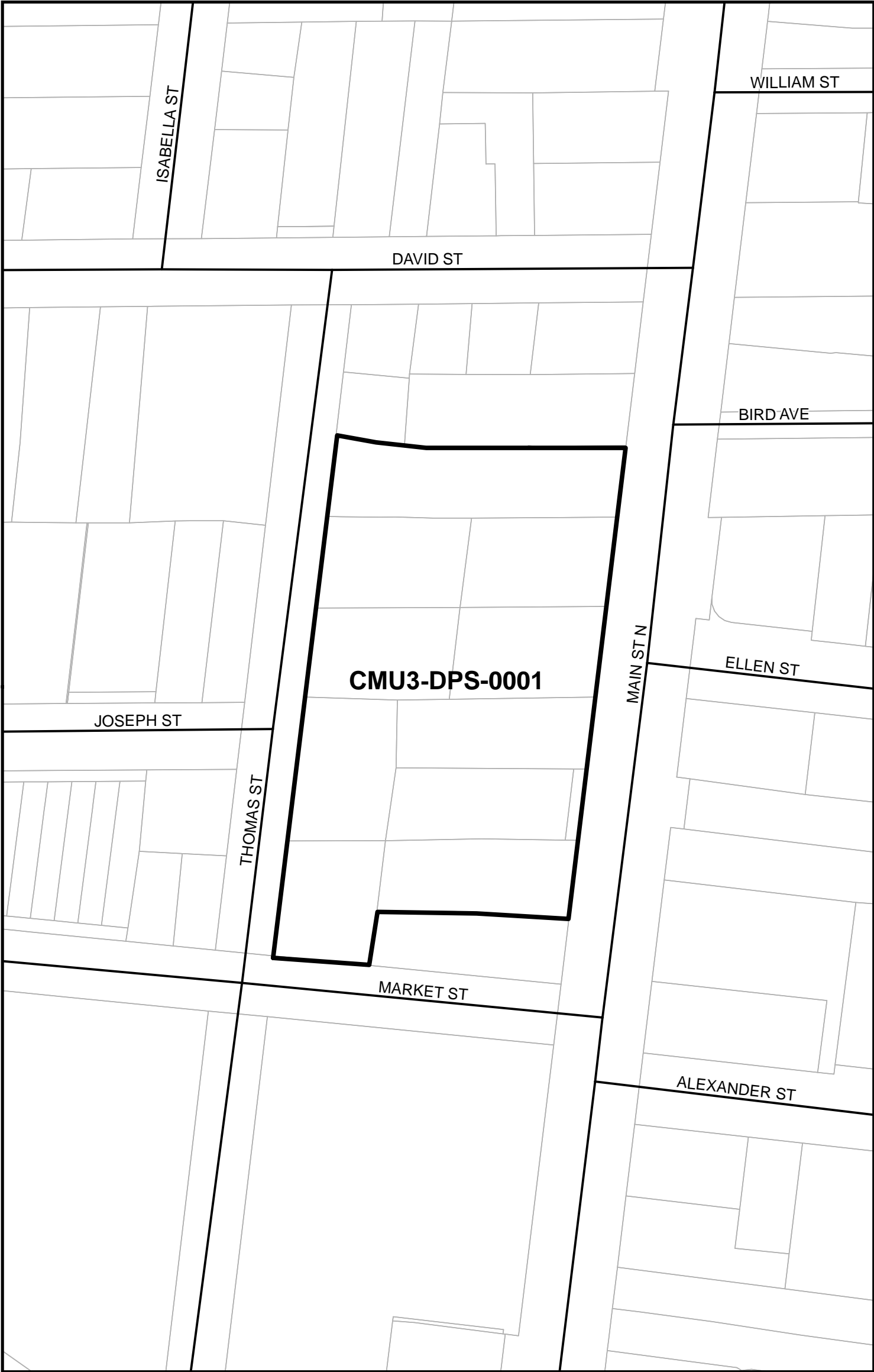
The purpose of By-law _____ is to amend the Amend the Main Street North Development Permit System By-law, 230-2012, as amended, pursuant to an application by Solmar Development Corp. (File: OZS-2022-0011).

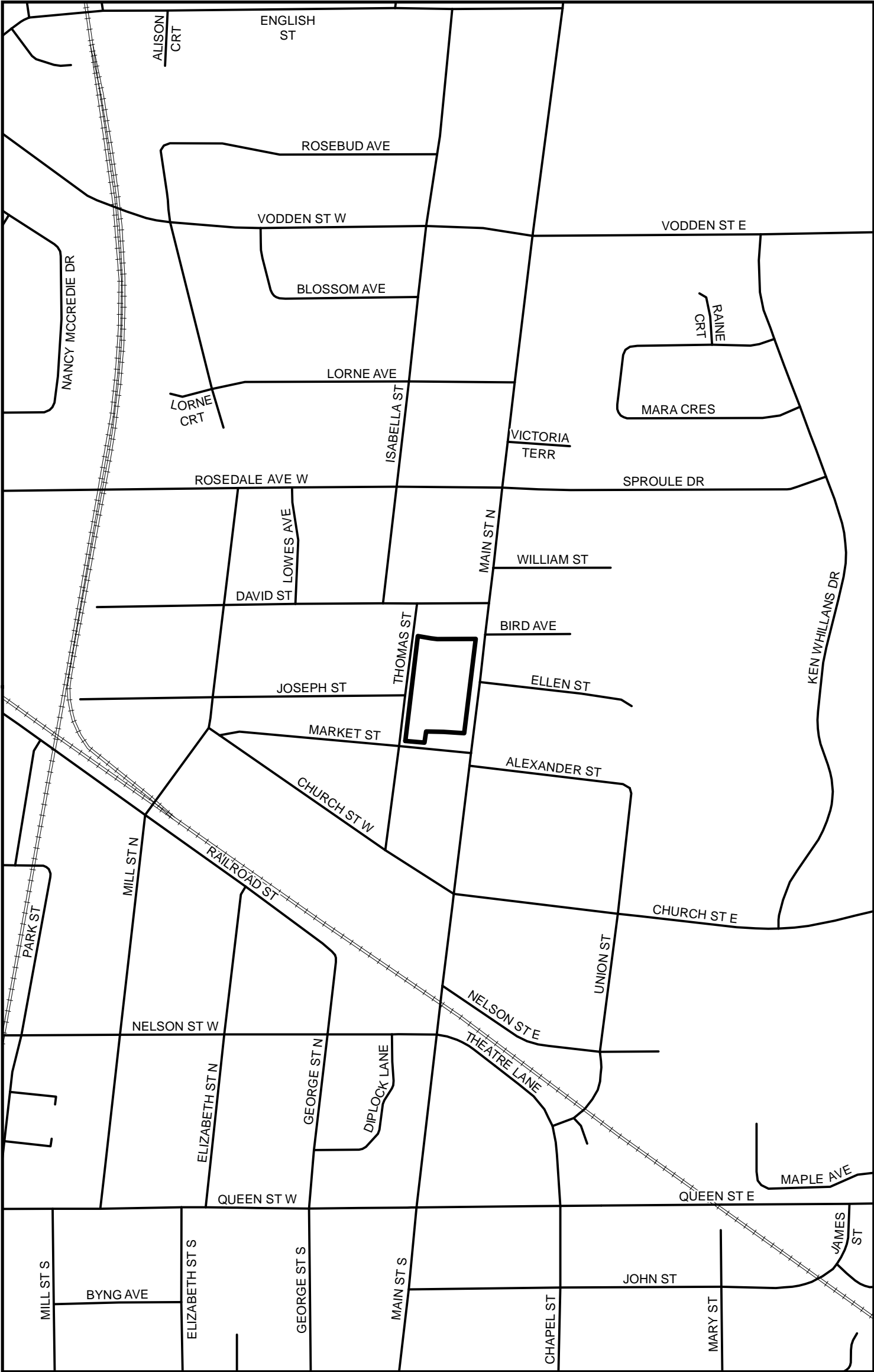
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LOCATION OF LANDS AFFECTED

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 SUBJECT LANDS



KEY MAP

Sustainability Score Snapshot

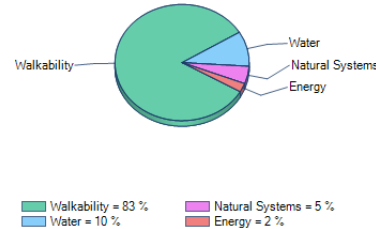
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Bristol Place

City File Number: OZS-2022-0011

Plan Type: Site Plan



SUSTAINABILITY SCORE: **44**

THRESHOLD ACHIEVED: **BRONZE**

Land use Diversity Mix: Proximity to Basic Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

- [Minimum] When healthy tableland trees are proposed for removal, enhanced compensation is provided based on basal area.

Site Accessibility - Universal Design

- [Minimum] 20% of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent).

Site Accessibility - Number of Universally Accessible Points of Entry to Buildings and Sites

- [Minimum] 100% of Emergency Exits are Universally Accessible.
- [Aspirational] 100% of All Entrances and Exits are Universally Accessible.

Parking - Bicycle Parking - Multi-Family Buildings

- [Minimum] A minimum of 0.6 biking stalls per unit have been provided. Additionally, a minimum of 5% of the bike parking been provided at grade.

Parking - Off-Street Parking

- [Minimum] All new off-street parking has been located beside or behind a building.
- [Aspirational] Less than 20% of the total developmental area has been dedicated to new off-street surface parking facilities.
- [Aspirational] Structure parking has been consolidated for 85% or more of the surface parking.

Parking - Surface Parking

- [Minimum] A strategy has been developed to minimize surface parking for permanent employees and residents.

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.

- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

Cultural Heritage Resources - Cultural Heritage Conservation

- [Minimum] Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada" have been adhered to.

Site Permeability - Connectivity

- [Aspirational] Amenities and street furniture (benches, additional bike parking, landscaping) have been provided along connections on the site and between the site and adjacent destinations.

Transit Supportive - Distance to Public Transit - Site Plans

- [Minimum] The site is within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or the site is within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] The site is within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or, the site within 200 m walking distance to 1 or more bus stops with frequent service

Walkability - Promote Walkable Streets

- [Aspirational] 100% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.
- [Aspirational] Pedestrian amenities have been provided to further encourage walkable streets.

Stormwater - Stormwater Management Quality and Quantity

- [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.

Stormwater - Rainwater Re-Use

- [Minimum] Residential (multi-family only), commercial, and institutional buildings have been designed for rainwater re-use readiness.
- [Aspirational] Rainwater is collected on site and used for low-grade functions.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.

Lighting - Reduce Light Pollution

- [Minimum] Exterior light fixtures greater than 1000 lumens have been shielded to prevent night shy lighting, and there is no uplighting.

Materials and Solid Waste Management - Solid Waste

- [Minimum] For Multi-Unit, Commercial, Retail and Institutional buildings, storage and collection areas for recycling and organic waste are within or attached to the building. Alternatively, deep collection recycling and organic waste storage facilities are provided