

**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](mailto:carmen.caruso@brampton.ca).

<b>Carmen Caruso</b> Carmen Caruso – <a href="mailto:carmen.caruso@brampton.ca">carmen.caruso@brampton.ca</a>	<b>Not Cleared</b>
<i>Final Comments</i>	<p><b>Official Plan:</b></p> <p>The site is designated <i>Central Area</i> 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.</p> <p>The property is also within the <i>Urban Growth Centre</i>, and Schedule 1 - City Concept indicates that the site is located in an <i>Anchor Mobility Hub</i>. 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.</p> <p><b>Secondary Plan:</b></p> <p>The site is designated <i>Development Permit System Area: Main Street North (DPS)</i> in the Downtown Secondary Plan (Area 7). Redevelopment for properties fronting on to Main Street North within the <i>DPS</i> is supported, however, it is the intent of the City to maintain and enhance the existing character of the area. The policies within the <i>DPS</i> 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 (<i>DPS By-law</i>).</p> <p>The maximum permitted densities and heights that are set out in the policies for the <i>DPS</i></p>

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><b>Key Issues:</b></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>
<b>Accessibility Review</b> <span style="float: right;"><b>Cleared</b></span>	
Shant Goswami - shant.goswami@brampton.ca	
<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.
<b>Building Review</b> <span style="float: right;"><b>Cleared</b></span>	
Anthony Magnone - anthony.magnone@brampton.ca	
<i>Final Comments</i>	Please address the following through the future Building Permit application process: <ul style="list-style-type: none"> <li>• The owner shall provide a copy of the final version of the geotechnical report,</li> </ul>

	<p>signed and sealed by the Qualified Professional, at time of permit application.</p> <ul style="list-style-type: none"> <li>The applicant owner shall obtain a demolition permit to remove any existing buildings on the site.</li> <li>All mandatory inspections for any issued permits must be passed and the permit be closed.</li> <li>Any other building code comments will be addressed during the development permit application.</li> </ul> <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>
<b>Capital Works Review</b> <span style="float: right;"><b>Cleared</b></span>	
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.
<b>Heritage Review</b> <span style="float: right;"><b>Not Cleared Comments</b></span>	
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>
<b>Noise Review</b> <span style="float: right;"><b>Cleared</b></span>	
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.
<b>Open Space Development Review</b> <span style="float: right;"><b>Not Cleared Comments</b></span>	
Danica Quinn - danica.quinn@brampton.ca	
<i>Final Comments</i>	<ol style="list-style-type: none"> <li>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.  <a href="https://www.brampton.ca/EN/Business/planning-development/guidelines-manuals/Documents/Tableland_Tree_Assessment_Guidelines.pdf">https://www.brampton.ca/EN/Business/planning-development/guidelines-manuals/Documents/Tableland_Tree_Assessment_Guidelines.pdf</a></li> <li>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</li> </ol>

#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"> <li>Rainwater harvesting systems for irrigation</li> </ul>
<b>Park Planning Review</b> <span style="float: right;"><b>Cleared</b></span> Christopher Heike - christopher.heike@brampton.ca	
<i>Final Comments</i>	<p><b>Prior to Development Permit Approval:</b></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><b>Prior to Building Permit Issuance:</b></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>
<b>Sign Review</b> <span style="float: right;"><b>Cleared</b></span> 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>
<b>Traffic Services Review</b> <span style="float: right;"><b>Not Cleared Comments</b></span>	

Scott McIntyre - scott.mcintyre@brampton.ca

*Final Comments***Development Permit Application (future application) Comments:**

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.
  - 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.
  - 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:
  - 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.
  - 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.

- 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"> <li>a. The city has multiple developments coming to the downtown area in the near future.</li> <li>b. The TIS is to be revised utilizing a 3% growth rate.</li> </ol> <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><b>Investigation of Main Street North Access:</b></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>
<p><b>Transit Review</b> Michelle Lui - michelle.lui@brampton.ca</p>	<p style="text-align: right;"><b>Cleared Conditions of Approval</b></p>
<p><i>Final Comments</i></p>	<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"> <li>1. 9.0 metre long concrete bus pad, with a minimum width of 4.0 metres, flush to the proposed curb and sidewalk, or</li> </ol>

	<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 (<a href="mailto:kumar.ranjan@brampton.ca">kumar.ranjan@brampton.ca</a>) for additional information.</p>
<b>Urban Design Review</b> <span style="float: right;"><b>Not Cleared Comments</b></span>	
Parul Jain - <a href="mailto:parul.jain@brampton.ca">parul.jain@brampton.ca</a>	
<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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>4. Please review the City’s latest terms of reference for the acceptable wind comfort conditions for outdoor amenities: <a href="#">City of Brampton Wind Study Terms of Reference</a></li> </ol> <p>Site Plans Setbacks and Open Space:</p> <ol style="list-style-type: none"> <li>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.</li> </ol>

	<ol style="list-style-type: none"> <li>2. 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.</li> </ol> <p><b>Built Form and Massing</b></p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> <li>3. 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.</li> <li>4. 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.</li> <li>5. 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.</li> <li>6. 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.</li> </ol>
<b>DPS By-law Review</b> <span style="float: right;"><b>Cleared</b></span> Carmen Caruso – carmen.caurso@brampton.ca	
<i>Final Comments</i>	Format and details of the implementation documents will be reviewed once issues outlined in this report are addressed.

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](https://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](mailto: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](http://wsp.com)

**From:** Trdoslavic, Shawntelle <[Shawntelle.Trdoslavic@brampton.ca](mailto:Shawntelle.Trdoslavic@brampton.ca)>

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

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

**Cc:** Caruso, Carmen <[Carmen.Caruso@brampton.ca](mailto:Carmen.Caruso@brampton.ca)>; Owusu-Gyimah, Cynthia <[Cynthia.OwusuGyimah@brampton.ca](mailto:Cynthia.OwusuGyimah@brampton.ca)>; BramPlanOnline\_Automated <[SVC\\_AccelaEmail.SVC\\_AccelaEmail@brampton.ca](mailto:SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca)>; Ajitkumar, Richa <[Richa.Ajitkumar@brampton.ca](mailto: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](mailto: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](mailto:shawntelle.trdoslavic@brampton.ca)

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-LAEmHhHzdJzBITWfa4Hgs7pbKl

## Caruso, Carmen

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**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](mailto:proximity@cn.ca)  
1600, René-Lévesque Ouest, 11e étage  
Montréal (Québec)  
H3H 1P9 CANADA  
[wsp.com](http://wsp.com)

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

**Sent:** Tuesday, April 05, 2022 9:54 AM

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

**Cc:** Caruso, Carmen <[Carmen.Caruso@brampton.ca](mailto:Carmen.Caruso@brampton.ca)>; Owusu-Gyimah, Cynthia <[Cynthia.OwusuGyimah@brampton.ca](mailto:Cynthia.OwusuGyimah@brampton.ca)>; BramPlanOnline\_Automated <[SVC\\_AccelaEmail.SVC\\_AccelaEmail@brampton.ca](mailto:SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca)>; Ajitkumar, Richa <[Richa.Ajitkumar@brampton.ca](mailto: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,

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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](mailto: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](mailto:shawntelle.trdoslavic@brampton.ca)

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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**

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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:

<b>Kindergarten to Grade 5</b>	<b>Grade 6 to Grade 8</b>	<b>Grade 9 to Grade 12</b>
110	33	20

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

<b>Public School</b>	<b>School Enrolment</b>	<b>School Capacity</b>	<b>Number of Portables</b>
Glendale P.S. <i>(Kindergarten to Grade 5)</i>	305	369	0
Beatty-Fleming Sr. P.S. <i>(Grade 6 to Grade 8)</i>	366	583	0
David Suzuki S.S. <i>(Grade 9 to Grade 12)</i>	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](mailto: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)

## Caruso, Carmen

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**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](mailto:shawntelle.trdoslavic@brampton.ca)

**Our Focus Is People** 



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**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](mailto:MunicipalPlanning@Enbridge.com).

Regards,

**Alice Coleman**

Municipal Planning Analyst

Long Range Distribution Planning

—

**ENBRIDGE**

TEL: 416-495-5386 | [MunicipalPlanning@Enbridge.com](mailto:MunicipalPlanning@Enbridge.com)

500 Consumers Road, North York, Ontario M2J 1P8

enbridge.com

**Safety. Integrity. Respect. Inclusion.**

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**From:** Trdoslavic, Shawntelle <[Shawntelle.Trdoslavic@brampton.ca](mailto:Shawntelle.Trdoslavic@brampton.ca)>

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

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

**Cc:** Caruso, Carmen <[Carmen.Caruso@brampton.ca](mailto:Carmen.Caruso@brampton.ca)>; Owusu-Gyimah, Cynthia <[Cynthia.OwusuGyimah@brampton.ca](mailto:Cynthia.OwusuGyimah@brampton.ca)>; BramPlanOnline\_Automated <[SVC\\_AccelaEmail.SVC\\_AccelaEmail@brampton.ca](mailto:SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca)>; Ajitkumar, Richa <[Richa.Ajitkumar@brampton.ca](mailto: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](mailto: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](mailto: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

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**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](mailto: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

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**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

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Rogers Communications Canada Inc. has no objections.

Thank you

Monica LaPointe

Permit Coordinator

[MOB.Permits@rci.rogers.com](mailto:MOB.Permits@rci.rogers.com)

Outside Plant Engineering GTAW

3573 Wolfedale Road.

Mississauga ON L5C 3T6

416 913 0693/ 647 643 1446

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## Caruso, Carmen

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**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](tel:4166616600) ext. 5307  
C: [\(416\) 543-0450](tel:4165430450)  
E: [colleen.bonner@trca.ca](mailto: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.*

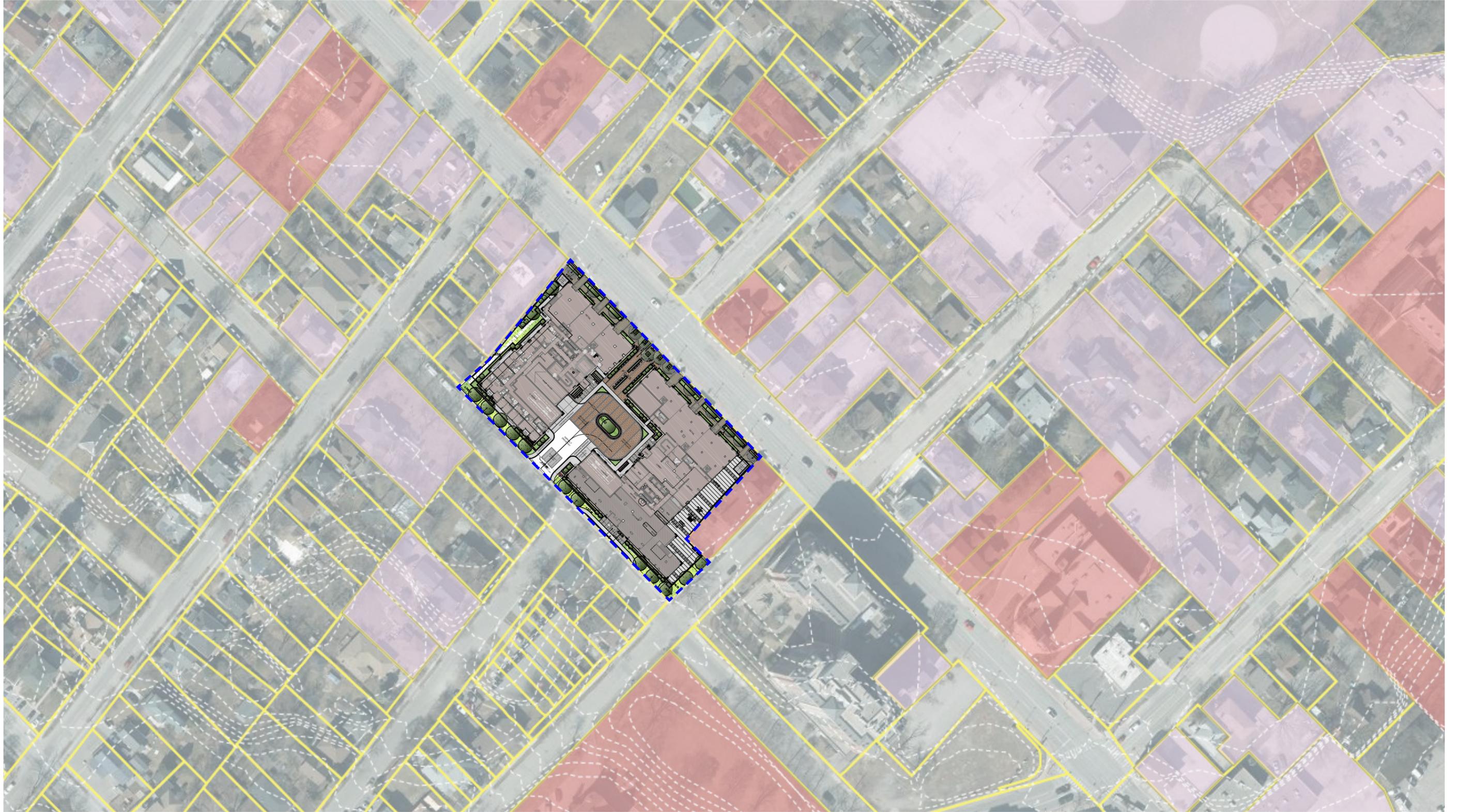
*All digital submissions and documents can be submitted to the following e-mail addresses:*

*Enquiries/ applications within Peel Region municipalities – [peelplan@trca.ca](mailto:peelplan@trca.ca)*

*Enquiries/ applications within York Region municipalities – [yorkplan@trca.ca](mailto:yorkplan@trca.ca)*

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



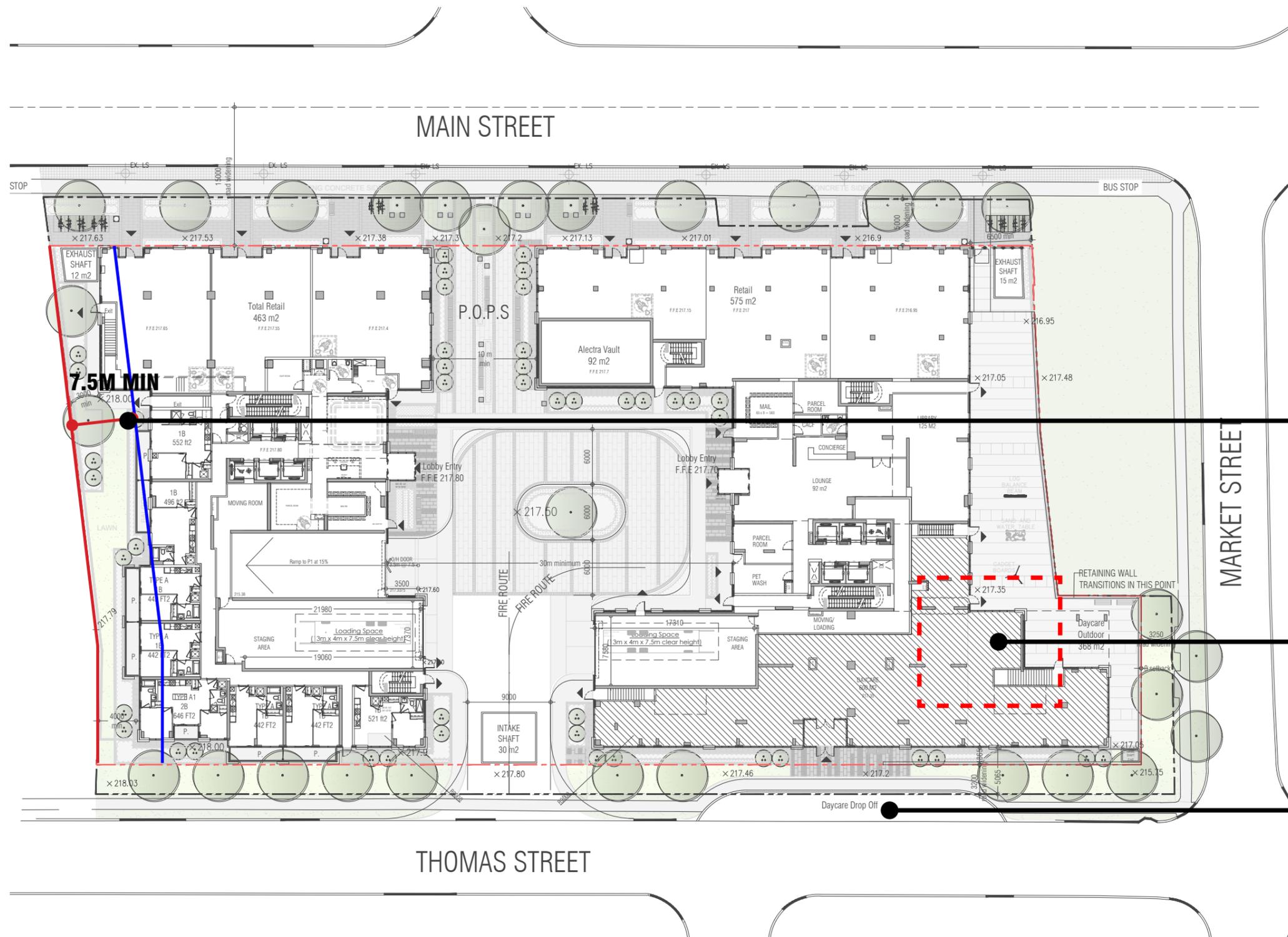


## URBAN DESIGN COMMENTS **\_GENERAL COMMENTS**



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.

# URBAN DESIGN COMMENTS\_SITE PLANNING

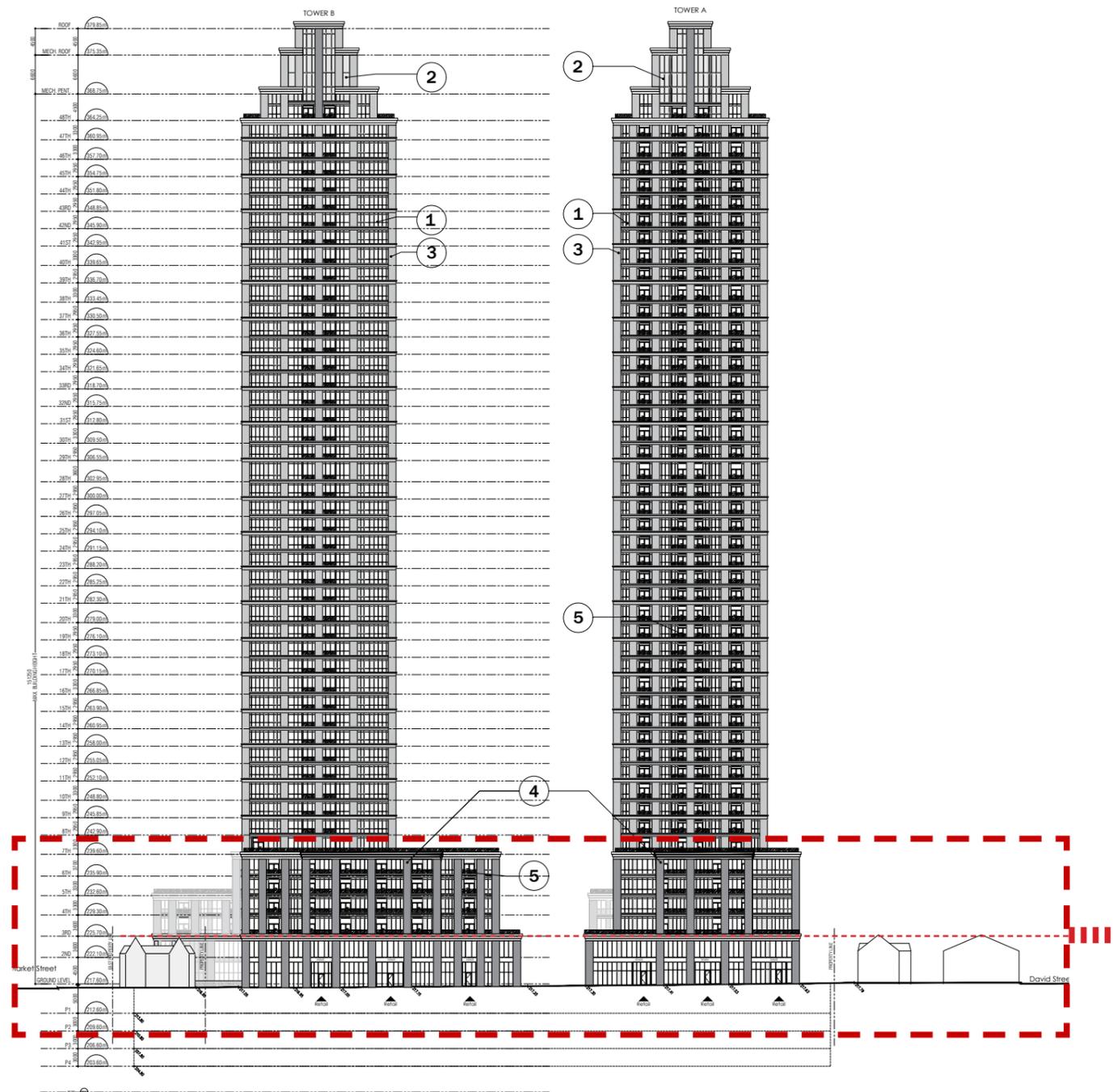


Minimum internal yard setbacks of the podium from the property line must be 7.5 meters in order to ensure for 15 m separation distances for any future developments the adjacent lots may see.

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.

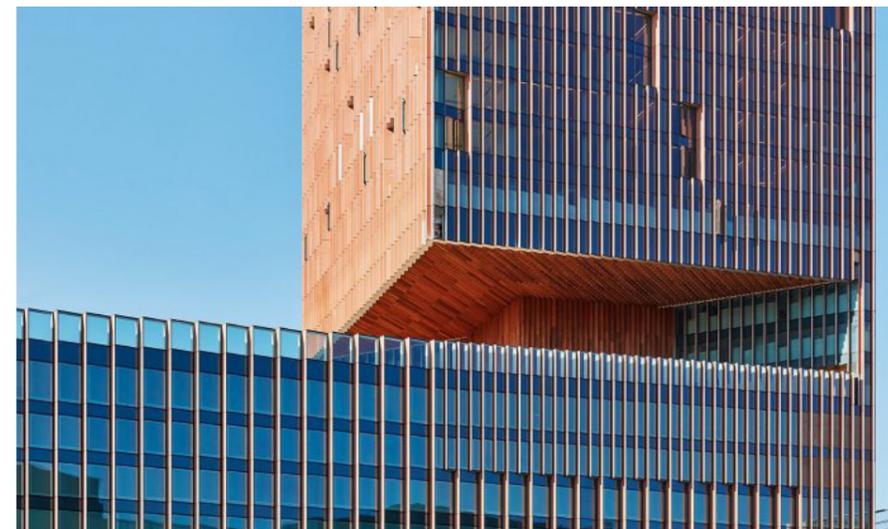
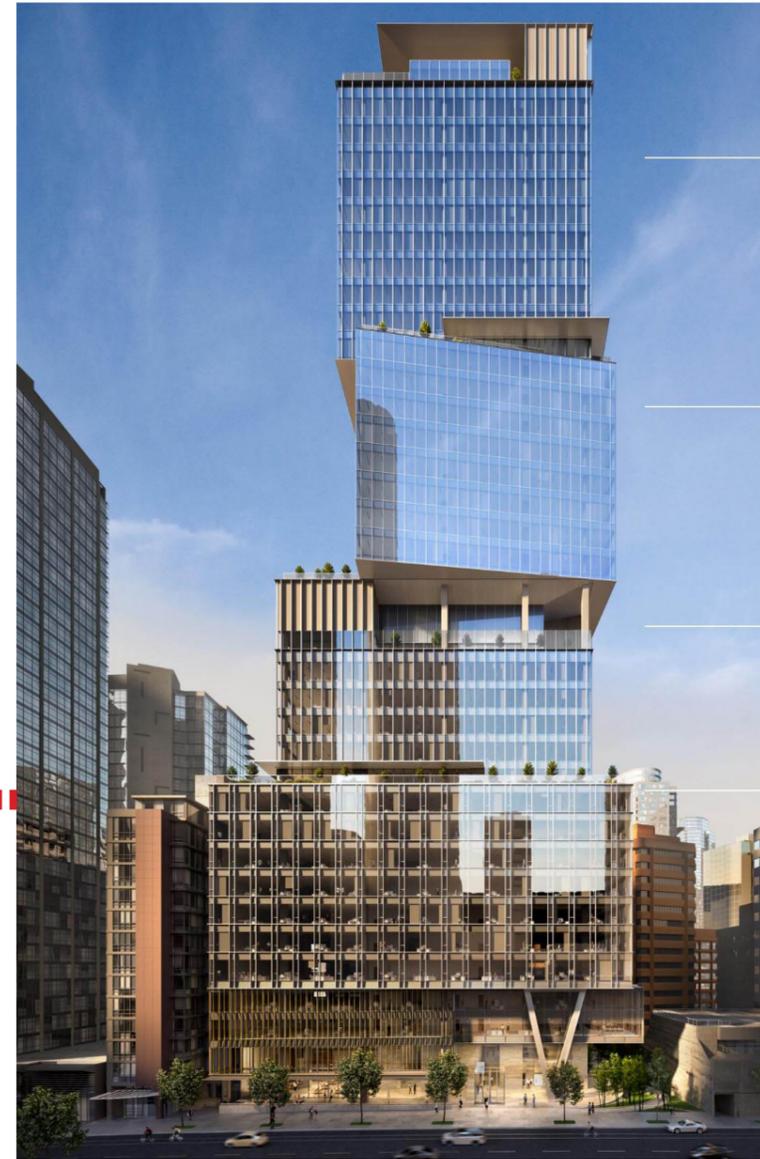
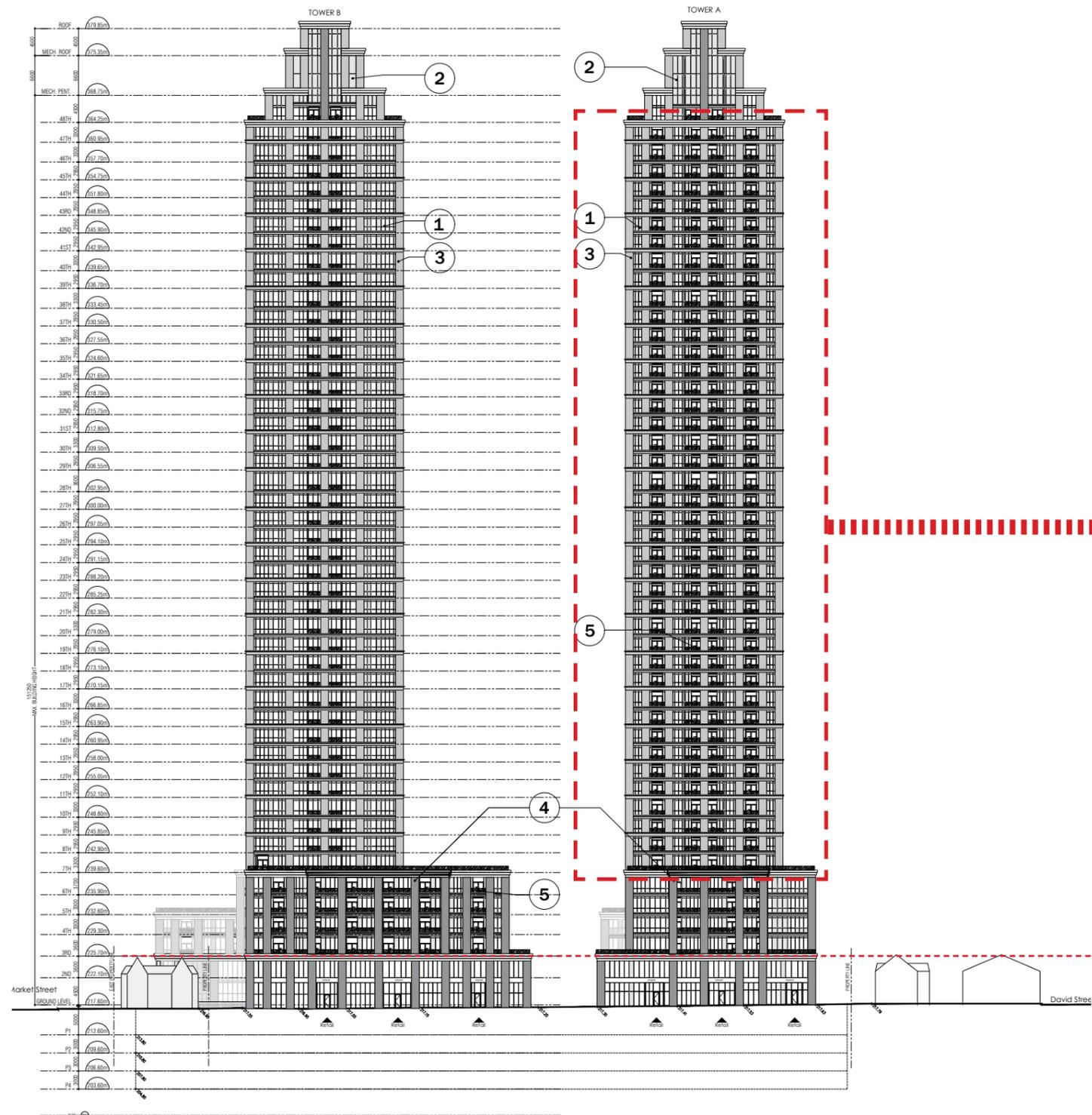
# URBAN DESIGN COMMENTS\_BUILT FORM AND MASSING



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 5<sup>th</sup>, 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

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## **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

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**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](mailto: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

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**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](mailto: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](mailto: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).



## Public Works

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Brampton, ON  
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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](mailto: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](mailto: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)