



APPLICATION FOR MINOR VARIANCE

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

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

AND WHEREAS the applicants are requesting the following variances(s):

1. To permit a building height of 26 storeys whereas the by-law permits a maximum building height of 25 storeys;
2. To permit 100% of the required bicycle parking to be vertical spaces whereas the by-law permits a maximum of 50% of the required bicycle parking to be vertical spaces and the rest must be horizontal spaces.

OTHER PLANNING APPLICATIONS:

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

Plan of Subdivision: _____ **NO**
Application for Consent: _____ **NO**

File Number: _____
File Number: _____

The Committee of Adjustment has appointed **TUESDAY, November 10, 2020 at 9:00 A.M. by electronic meeting broadcast from the Council Chambers, 4th Floor, City Hall, 2 Wellington Street West, Brampton**, for the purpose of hearing all parties interested in supporting or opposing these applications.

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

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

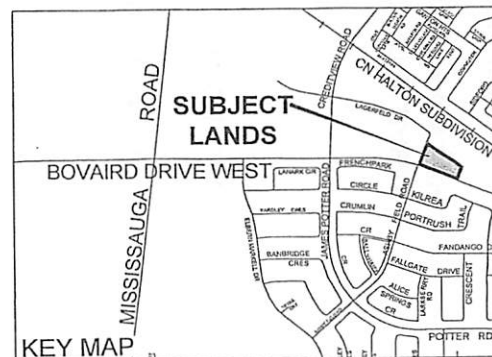
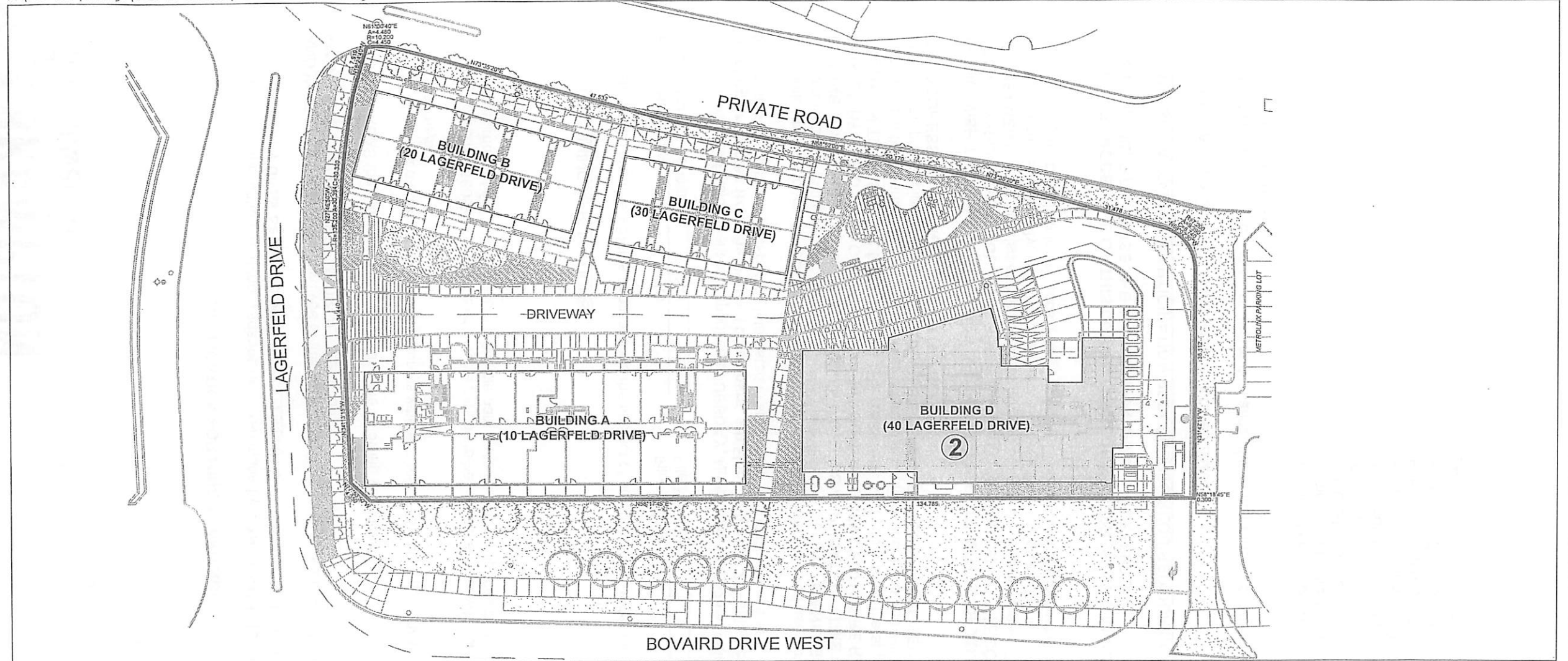
RULES OF PROCEDURE OF THIS COMMITTEE REQUIRE REPRESENTATION OF THE APPLICATION AT THE HEARING, OTHERWISE THE APPLICATION SHALL BE DEFERRED.

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

DATED at Brampton Ontario, this 29th day of October, 2020.

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

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



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

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

Required Variances:

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

Notes

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

SCALE 1:750
OCTOBER 2, 2020

GSAI
Glen Schnarr & Associates Inc.

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

Electronic Hearing Procedures
How to get involved in the Virtual Hearing

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

How to Participate in the Hearing:

- All written comments (by mail or email) must be received by the Secretary-Treasurer no later than **4:30 pm, Thursday, November 5, 2020**.
- Advance registration for applicants, agents and other interested persons is required to participate in the electronic hearing using a computer, smartphone or tablet by emailing the Secretary-Treasurer at cityclerksoffice@brampton.ca or jeanie.myers@brampton.ca by **4:30 pm, Friday, November 6, 2020**.
 - Persons without access to a computer, smartphone or tablet can participate in a meeting via telephone. You can register by calling 905-874-2117 and leave a message with your name, phone number and the application you wish to speak to by Friday, **November 6, 2020**. City staff will contact you and provide you with further details.
- All Hearings will be livestreamed on the City of Brampton YouTube account at: <https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or <http://video.isilive.ca/brampton/live.html>.

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

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



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PARTNERS:

GLEN SCHNARR, MCIP, RPP

GLEN BROLL, MCIP, RPP

COLIN CHUNG, MCIP, RPP

JIM LEVAC, MCIP, RPP

October 9, 2020

Our File: 776-007

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

A-2020-0115

Attention: Jeanie Myers, Legislative Coordinator and Secretary-Treasurer

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

Glen Schnarr & Associates Inc. ("GSAI") is the planning consultant for Daniels Choice Mount Pleasant Corporation who are the owners of the above-noted property. We are pleased to submit a Minor Variance application in support of the proposed development. The property is currently subject to Site Plan application file SP18-002.00.

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

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

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca



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

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

THE PROPOSED DEVELOPMENT

The proposed development consists of 2 apartment buildings located along Bovaird Drive West and 2 stacked townhouse blocks located interior to the site which overall generates a total of 444 residential units. The proposed apartment buildings have heights of 26 and 6 storeys and contain 302 rental units and 106 condominium units, respectively. The 26-storey apartment building is located on the east portion of the subject property, adjacent to the GO Train Station. Interior to the site, two 3-storey stacked townhouse blocks are proposed which contain a total of 36 units. The proposed development has a floor space index of 3.9.

The subject property has two accesses on Lagerfeld Drive and Bovaird Drive West via a private road which separates the proposed apartment buildings and townhouse blocks. A network of pedestrian walkways is provided within the site to ensure convenient pedestrian connectivity between buildings and access to the broader area and GO transit station. A total of 491 parking spaces are provided including 424 residential parking spaces and 67 visitor parking spaces. Of the residential parking spaces, 20 are accessible parking spaces. Of the visitor parking a total of 4 accessible parking spaces are provided. A total of three below grade parking levels are proposed to accommodate all of the required parking spaces. A limited number of short-term visitor parking are provided at grade.

A total of 236 bicycle parking spaces are proposed for the entire site which exceeds the minimum requirement of the Zoning By-law by 14 spaces. The proposed bicycle parking strategy can be characterized in Table 1 below.



Table 1. Proposed Bicycle Parking Supply Program

Horizontal Spaces		Vertical Space	
Bicycle Rack	Dena Plus & Felix System		Terra Wall Mount
	Lower Tier	Upper Tier	
14	139	78	5
Total Horizontal Bicycle Spaces: 153			
Total Vertical Bicycle Spaces: 83			
TOTAL BICYCLE SPACES: 236			

A mix of parking solutions are proposed including ground-level bicycle rack for short term parking, a wall mount for traditional vertical parking, and a custom Dena Plus & Felix bicycle storage system which combine horizontal and vertical spaces. The Dena Plus and Felix parking systems are described in detail in the Memorandum prepared by LEA Consulting enclosed with this submission. In summary, the system allows for two tiers of bicycle parking both in a horizontal position. Of the 231 parking spaces provided, 36% of the parking spaces are considered vertical (inclusive of the 5 wall-mounted spaces and the second tier of the Dena Plus and Felix parking systems).

The Zoning By-law currently does not recognize the Dena Plus and Felix bicycle parking system as horizontal parking. As such, a variance is proposed to permit the proposed bicycle parking program.

THE PROPOSED VARIANCES

The following variances are required in order to permit the proposed development:

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

PLANNING RATIONALE

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

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



The proposed variance for a maximum 26 storey height for the rental apartment building does not interfere with the intent for residential uses established by the Official Plan. The minor addition of one storey will maintain and enhance the intent of providing a strong built form edge along a “Primary Intensification Corridor”. In addition, it will contribute to the intensification objectives of the Official Plan and is appropriate for the site’s location within a “Gateway Mobility Hub” which is intended to accommodate greater density.

The proposed variance for bicycle stackers to not alter the primary use of the site for residential uses.

2. The proposed variances maintain the general intent of the Zoning By-law which is to support the implementation of a mixed use and transit supportive community.

Similarly, the proposed variances for maximum building height and bicycle stackers do not compromise the intended use of the site for the uses or built form prescribed by the *Residential Apartment A – Section 3527 (R4A-3527)* zone. The proposed development will continue to conform to the intent of the Zoning By-law for the subject site.

3. The proposed variances are desirable for the subject property as they will support the creation of a compact and transit-supportive community.

The proposed maximum building height of 26 storeys will facilitate a form of development that aligns with the intent of the Official Plan and Zoning By-law to accommodate an appropriate amount and distribution of density, height and massing that complements its location along a “Primary Intensification Corridor” and within a “Gateway Mobility Hub”.

The proposed variance for bicycle stackers is desirable to facilitate an efficient use of space in the underground garage and supports the compact and efficient use of the subject site as a whole. The Dena Plus and Felix system offers a custom solution for bicycle parking that maintains the required number of bicycle parking spaces and optimizes the use of underground space for multiple uses including unit storage lockers and bicycle parking. Both of which are desirable amenities for future households.

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

The proposed variance for a maximum building height of 26 storeys will maintain compliance with other provisions of the Zoning By-law including floor space index, setbacks, required parking rates and tower floor plate.

Similarly, the proposed variance for bicycle stackers does not impede the ability to provide the required number of bicycle parking on the site. Rather, a surplus in bicycle parking is



still proposed. As noted in Table 1 and the Memorandum prepared by LEA Consulting Ltd., the bicycle spaces of the lower tier of the proposed Dena Plus and Felix parking systems will function as standard horizontal spaces. As such, in terms of function, the number of bicycle spaces that are truly vertical in nature make up 37% of all spaces provided which aligns with the current zoning requirement which limits the proportion of vertical parking to 50%.

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

- One (1) completed Minor Variance application form with signed agent authorization and permission to enter forms;
- Twelve (12) copies of the Minor Variance Sketch, prepared by Glen Schnarr & Associates Inc dated October 2, 2020;
- Two (2) copies of an Architectural Package prepared by Core Architects, dated March 31, 2020 inclusive of:
 - Project Rendering
 - Project Statistics Page
 - Site Plan
 - Building Elevations
- Two (2) copies of an Underground Parking Context Plan package that illustrates the proposed location for the proposed underground bicycle parking systems;
- Two (2) copies of the Dena Plus System, Felix System and Terra Wall Mount product details;
- Two (2) copies of a Bicycle Parking Memorandum prepared by LEA Consulting Ltd., dated October 5, 2020;
- One (1) cheque in the amount of \$2,510.00 payable to the Treasurer, City of Brampton for Payment of the Minor Variance Application fee; and,
- One (1) USB with digital copies of the above noted materials.

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

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Arleigh Hack, MCIP, RPP
Planner



The Personal Information collected on this form is collected pursuant to section 45 of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, City of Brampton.

APPLICATION

Minor Variance or Special Permission

(Please read Instructions)

NOTE: It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law **270-2004**.

1. **Name of Owner(s)** Daniels Choice Mount Pleasant Corporation
Address 130 Queens Quay East, West Tower, 8th Floor
Toronto, Ontario, M5A 0P6

Phone # 416.591.2914 **Fax #** _____
Email dgrandilli@danielscorp.com

2. **Name of Agent** Glen Schnarr & Associates Inc. (attn: Arleigh Hack)
Address Suite 700, 10 Kingsbridge Garden Circle
Mississauga, Ontario, L5R 3K6

Phone # 905-568-8888 ext. 254 **Fax #** _____
Email arleighh@gsai.ca

3. **Nature and extent of relief applied for (variances requested):**
1. To permit a maximum building height of 26 storeys whereas the site-specific zoning by-law permits a maximum building height of 25.

2. To permit the use of vertical bicycle stackers for 100% of bicycle parking spaces whereas the site-specific zoning by-law permits the use of vertical bicycle stackers for a maximum of 50% of bicycle parking spaces.

4. **Why is it not possible to comply with the provisions of the by-law?**
The proposed variances are proposed to facilitate the most efficient and optimized use of the subject lands. The site design has been refined through the Site Plan Approval process and has resulted in minor modifications that are not permitted or fully clarified by the zoning by-law.

5. **Legal Description of the subject land:** Full Legal Description:
BLOCK 4, PLAN 43M1927 SUBJECT TO AN EASEMENT IN GROSS
Lot Number OVER PT 7 PL 43R35230 AS IN PR2366810 SUBJECT TO AN
Plan Number/Concession Number EASEMENT FOR ENTRY AS IN PR2389562 CITY OF BRAMPTON
Municipal Address 10, 20, 30 & 40 Lagerfeld Drive

6. **Dimension of subject land (in metric units)**
Frontage 134 m on Bovaird Drive West and 72 m on Lagerfeld Drive
Depth 60 m from Bovaird Drive West frontage
Area 0.83 ha (2.05ac)

7. **Access to the subject land is by:**
Provincial Highway ☐ **Seasonal Road** ☐
Municipal Road Maintained All Year ☒ **Other Public Road** ☐
Private Right-of-Way ☐ **Water** ☐

8. Particulars of all buildings and structures on or proposed for the subject land: (specify in metric units ground floor area, gross floor area, number of storeys, width, length, height, etc., where possible)

EXISTING BUILDINGS/STRUCTURES on the subject land: List all structures (dwelling, shed, gazebo, etc.)

The property is currently vacant.

PROPOSED BUILDINGS/STRUCTURES on the subject land:

The proposed development consists of 2 apartment buildings located along Bovaird Drive West and 2 stacked townhouse blocks located interior to the site which overall generates a total of 444 residential units. The proposed apartment buildings have heights of 26 and 6 storeys and contain 302 rental units and 106 condominium units, respectively. The 26-storey apartment building is located on the east portion of the subject property, adjacent to the GO Train Station. Interior to the site, two 3-storey stacked townhouse blocks are proposed which contain a total of 36 units

9. Location of all buildings and structures on or proposed for the subject lands: (specify distance from side, rear and front lot lines in metric units)

EXISTING

Front yard setback There are no existing buildings on the subject property.

Rear yard setback

Side yard setback

Side yard setback

PROPOSED

Front yard setback Frontage to Bovaird Drive West: 2.3m

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

Side yard setback From Lagerfeld Drive: 1.5m

Side yard setback From east property boundary: 11.8m

10. Date of Acquisition of subject land: April 13, 2018
11. Existing uses of subject property: The property is designated for residential uses but is currently vacant with shoring and excavation activity ongoing.
12. Proposed uses of subject property: Residential, mixed use
13. Existing uses of abutting properties: Residential, commercial and transit (GO station)
14. Date of construction of all buildings & structures on subject land: All buildings are anticipated to be completed by October 2023
15. Length of time the existing uses of the subject property have been continued: Shoring and excavation commenced in August 2020. Historically the property has been vacant prior to its purchase in 2018.
16. (a) What water supply is existing/proposed?
- | | | |
|-----------|-------------------------------------|-----------------------|
| Municipal | <input checked="" type="checkbox"/> | Other (specify) _____ |
| Well | <input type="checkbox"/> | |
- (b) What sewage disposal is/will be provided?
- | | | |
|-----------|-------------------------------------|-----------------------|
| Municipal | <input checked="" type="checkbox"/> | Other (specify) _____ |
| Septic | <input type="checkbox"/> | |
- (c) What storm drainage system is existing/proposed?
- | | | |
|---------|-------------------------------------|-----------------------|
| Sewers | <input checked="" type="checkbox"/> | Other (specify) _____ |
| Ditches | <input type="checkbox"/> | |
| Swales | <input type="checkbox"/> | |

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

Yes ☒ No ☐

If answer is yes, provide details: Subdivision File
File # 21T-10022B

Status Approved (Plan 43M-1927)

18. Has a pre-consultation application been filed?

Yes ☒ No ☐

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

Yes ☒ No ☐ Unknown ☐

If answer is yes, provide details:

File # <u>A19-144</u>	Decision <u>Approved</u>	Relief <u>Multiple variances</u>
File # _____	Decision _____	Relief _____
File # _____	Decision _____	Relief _____

Glen Schnarr & Associates Inc. (attn: Arleigh Hack)

Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Brampton
THIS 13 DAY OF October, 2020

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

I, Arleigh Hack, OF THE City OF Toronto
IN THE _____ OF _____ SOLEMNLY DECLARE THAT

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT THE

City OF Mississauga
IN THE Region OF _____
Peel THIS 8th DAY OF
October, 2020

Signature of Applicant or Authorized Agent

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

FOR OFFICE USE ONLY

Present Official Plan Designation:

Present Zoning By-law Classification:

R4A-3527

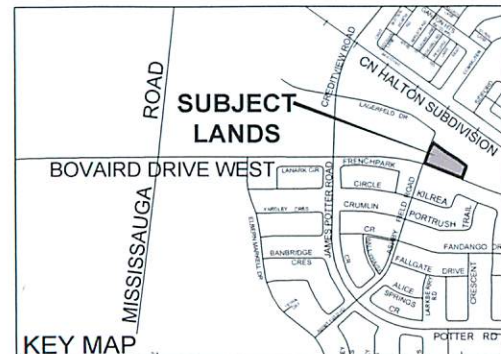
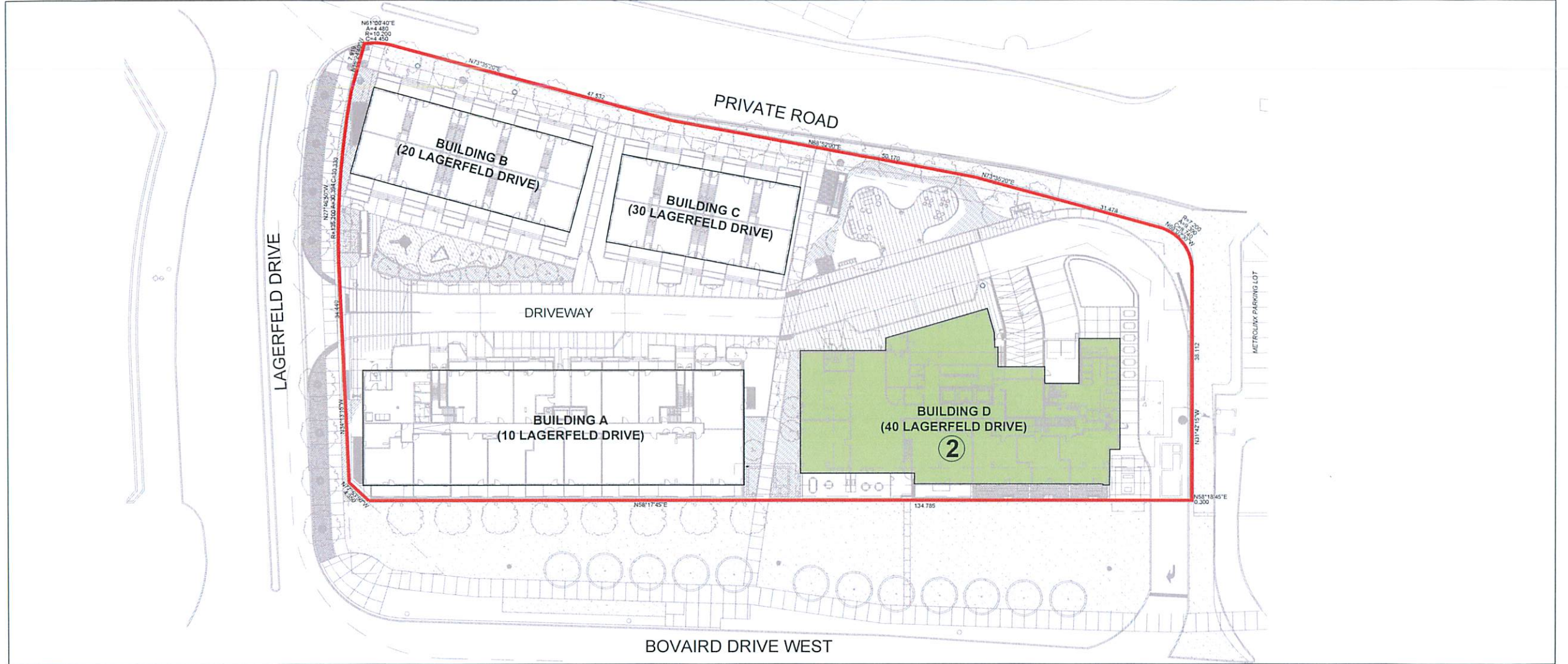
This application has been reviewed with respect to the variances required and the results of the said review are outlined on the attached checklist

Zoning Officer

October 15, 2020

Date

DATE RECEIVED OCTOBER 13, 2020



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

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

Subject Lands - 0.83ha (2.05ac)

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Notes

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



SCALE 1:750
OCTOBER 2, 2020

GSAI
Glen Schnarr & Associates Inc.



FILE NUMBER A19-144

HEARING DATE AUGUST 20, 2019

APPLICATION MADE BY DANIELS CHOICE MOUNT PLEASANT CORPORATION

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

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

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

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

SEE SCHEDULE “A” ATTACHED

REASONS:

This decision reflects that in the opinion of the Committee:

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

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

MOVED BY: D. Doerfler

SECONDED BY: D. Colp

SIGNATURE OF CHAIR OF MEETING: [Signature]

WE THE UNDERSIGNED HEREBY CONCUR IN THE DECISION

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

[Signature]
MEMBER

DATED THIS 20TH DAY OF AUGUST, 2019

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

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

[Signature]
SECRETARY-TREASURER
COMMITTEE OF ADJUSTMENT

Flower City



brampton.ca

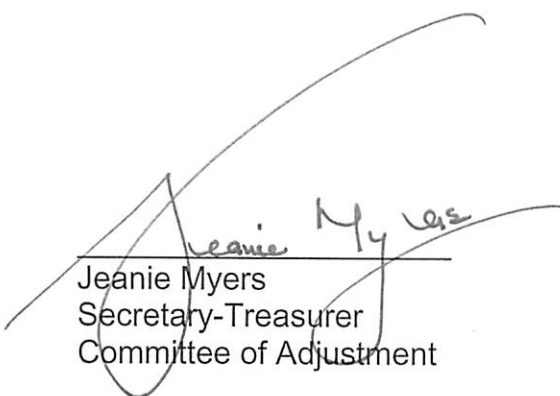
THIS IS SCHEDULE "A" REFERRED TO ON THE NOTICE OF DECISION

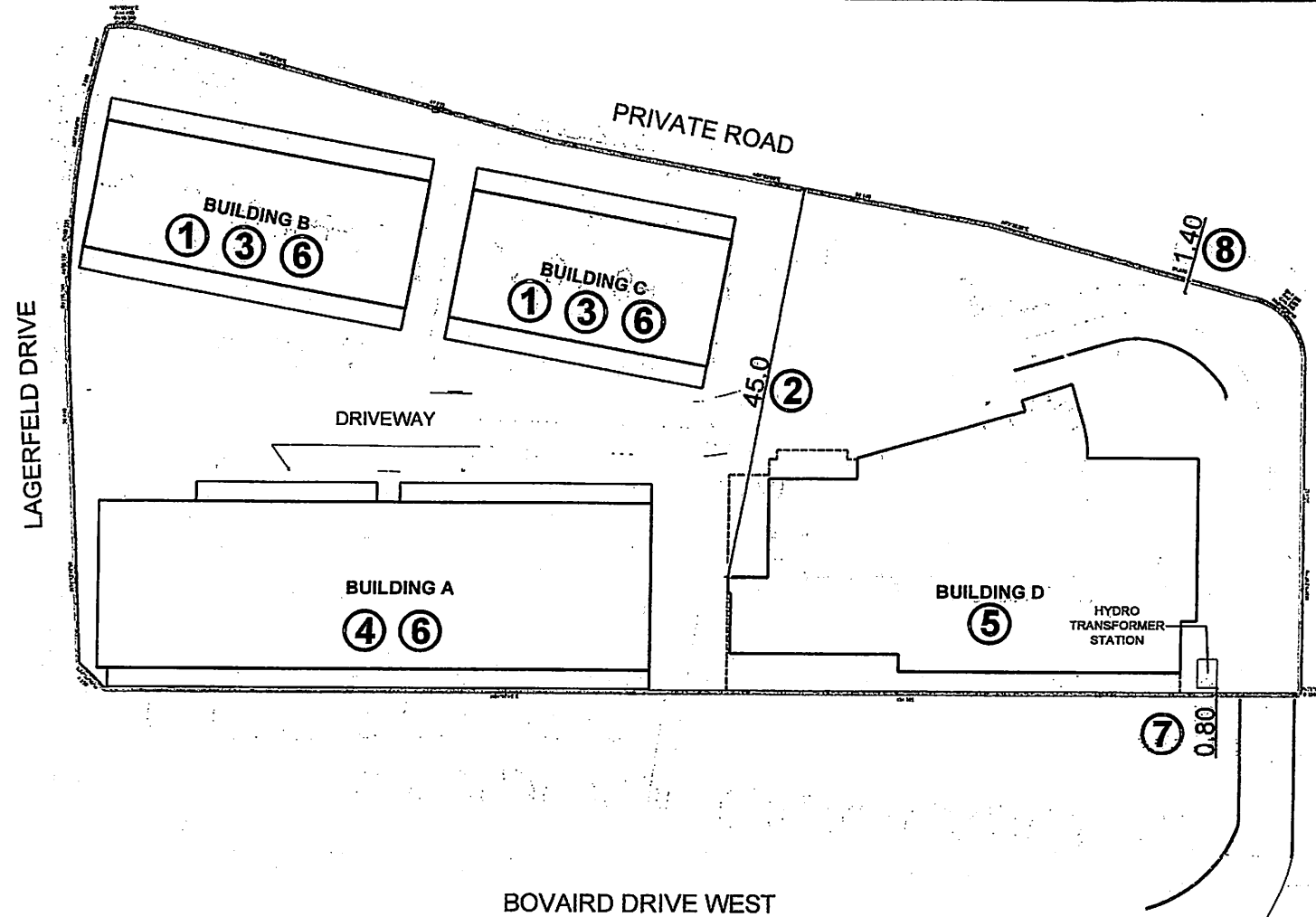
APPLICATION NO: **A19-144**

DATED: **AUGUST 20, 2019**

Conditions:

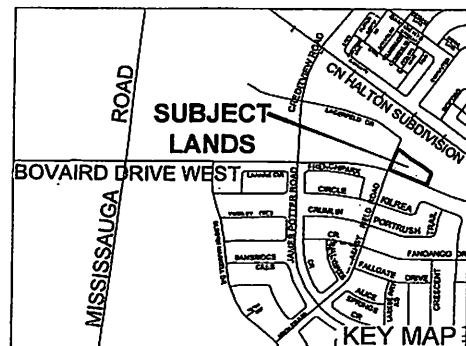
1. That Variances 1, 3, and 6 shall only be permitted within an area bound by the Private Street to the North, Lagerfeld Drive to the West, a 30m setback from the Private Street to the South, and an 80m setback from Lagerfeld Drive to the East;
2. That Variances 2 and 5 shall only apply to Building "D"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


Jeanie Myers
Secretary-Treasurer
Committee of Adjustment



Required Variances:

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



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

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

 Subject Lands - 0.83ha (2.05ac)



SCALE 1:750
JULY 23, 2019

GSAI
Glen Schnarr & Associates Inc.



BLOCK 4
10, 20, 30 & 40 LAGERFELD DRIVE

DATE/TIME PRINTED: 2020-06-22 3:49:26 PM

1	ISSUE FOR PERMITS	MARCH 31, 2020
2	ISSUE FOR PERMITS	NOV 08, 2019
3	ISSUE FOR PERMITS	JULY 12, 2019
4	ISSUE FOR PERMITS	DEC 14, 2018
5	ISSUE FOR PERMITS	JULY 12, 2018
NO	REVISIONS	DATE

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

COREARCHITECTS
CORE ARCHITECTS INC.
150 QUEENS QUAY EAST, SUITE 700, WEST TOWER
TORONTO, ON CANADA M5A 0P6
T +1 416 343 0400 • F +1 416 343 0401
INFO@COREARCHITECTS.COM
WWW.COREARCHITECTS.COM

DANIELS CHOICE MOUNT
PLEASANT COORPORATION

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

DRAWN
DO, NM
CHECKED
SH
DATE
JULY 2018
TITLE
COVER PAGE

PROJECT NO.
18-118
DRAWING NO.
A.00

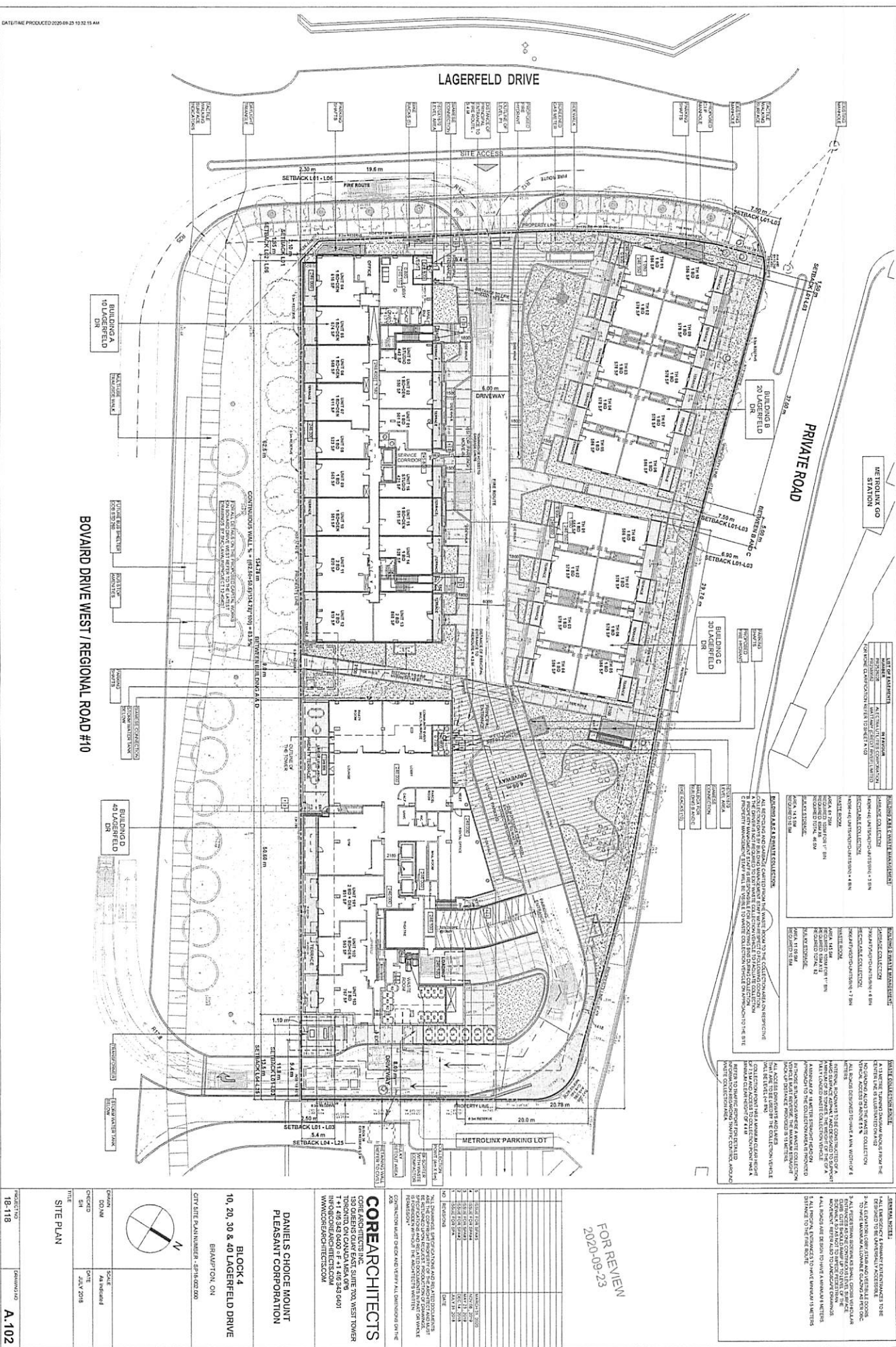
[illegible]

PARKING INFORMATION - MONTHLY AND PER HOUR RATES									
OFFICIAL PARKING		REQUIRED FEES/TOLLS						PROVIDED	
1	3:00 PM - 5:00 PM	1	5:00 PM - 7:00 PM	3	7:00 PM - 9:00 PM	3	9:00 PM - 11:00 PM	10	11:00 PM - 12:00 AM
TOTAL REQUIRED		PARKING SPACES: 151						15 PARKING SPACES	
RESERVING THE OFFICIAL PARKING		@ \$10.00 PER HOUR (\$10.00)							
TOTAL REQUIRED		RESERVING OFFICIAL SPACES: 100 X \$25 = \$2,500						25 OFFICIAL SPACES	
PARKING INFORMATION - MONTHLY AND PER HOUR RATES									
OFFICIAL PARKING		REQUIRED FEES/TOLLS						PROVIDED	
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COMPONENT NO.	SHEET NAME	SHEET NUMBER
1	COVER SHEET	A-101
2	CONCRETE PAVEMENT MATERIAL	A-101
3	CONCRETE	A-101
4	CONCRETE	A-101
5	CONCRETE	A-101
6	CONCRETE	A-101
7	CONCRETE	A-101
8	CONCRETE	A-101
9	CONCRETE	A-101
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98	CONCRETE	A-101
99	CONCRETE	A-101
100	CONCRETE	A-101

LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1	1	0	0	0	0	0	0
LEVEL 2	1	0	0	0	0	0	0
LEVEL 3	1	0	0	0	0	0	0
LEVEL 4,5	2	0	10	10	14	0	34
LEVEL 6	1	2	16	16	0	0	32
LEVEL 7	1	2	16	16	0	0	32
TOTAL REQUIRED BY UNIVERSITY			31	31	14	0	76
NO FLOOR INGOED	0	0	0	0	0	0	0
LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1,2,3	3	0	0	0	0	0	0
LEVEL 4,5	2	0	10	10	14	0	34
TOTAL			10	10	14	0	34
LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1	1	0	0	0	0	0	0
LEVEL 2	1	0	0	0	0	0	0
LEVEL 3	1	0	0	0	0	0	0
TOTAL			0	0	0	0	0
LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1	1	0	0	0	0	0	0
LEVEL 2	1	0	0	0	0	0	0
LEVEL 3	1	0	0	0	0	0	0
TOTAL			0	0	0	0	0
LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1	1	0	0	0	0	0	0
LEVEL 2	1	0	0	0	0	0	0
LEVEL 3	1	0	0	0	0	0	0
LEVEL 4,5	2	0	10	10	14	0	34
LEVEL 6,7	2	0	10	10	14	0	34
TOTAL			20	20	28	0	68
LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1	1	0	0	0	0	0	0
LEVEL 2	1	0	0	0	0	0	0
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LEVEL 4,5	2	0	10	10	14	0	34
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TOTAL			20	20	28	0	68
LEVEL	NO OF FLOORS	NO. OF STATION	1.80	1.80	2.80	3.80	TOTAL
LEVEL 1	1	0					

[illegible][illegible]



FOR REVIEW
2020-09-23

DATE: 2020-09-23

TIME: 10:32:15 AM

PROJECT NO: 18-118

DRAWING NO: A.102

10, 20, 30 & 40 LAGERFELD DRIVE

BRANTON, ON

CITY SITE PLAN NUMBER: SP-18-022-000

BLOCK 4

DANIELS CHOICE MOUNT
PLEASANT CORPORATION

DATE: JULY 2018

CHECKED: SH

DESIGNED: AS

SCALE: AS SHOWN

DO: NM

PROJECT: SITE PLAN

18-118

A.102

DATE: 2020-09-23

TIME: 10:32:15 AM

PROJECT NO: 18-118

DRAWING NO: A.102

10, 20, 30 & 40 LAGERFELD DRIVE

BRANTON, ON

CITY SITE PLAN NUMBER: SP-18-022-000

BLOCK 4

DANIELS CHOICE MOUNT
PLEASANT CORPORATION

DATE: JULY 2018

CHECKED: SH

DESIGNED: AS

SCALE: AS SHOWN

DO: NM

PROJECT: SITE PLAN

18-118

A.102

DATE: 2020-09-23

TIME: 10:32:15 AM

PROJECT NO: 18-118

DRAWING NO: A.102

10, 20, 30 & 40 LAGERFELD DRIVE

BRANTON, ON

CITY SITE PLAN NUMBER: SP-18-022-000

BLOCK 4

DANIELS CHOICE MOUNT
PLEASANT CORPORATION

DATE: JULY 2018

CHECKED: SH

DESIGNED: AS

SCALE: AS SHOWN

DO: NM

PROJECT: SITE PLAN

18-118

A.102

GENERAL NOTES:

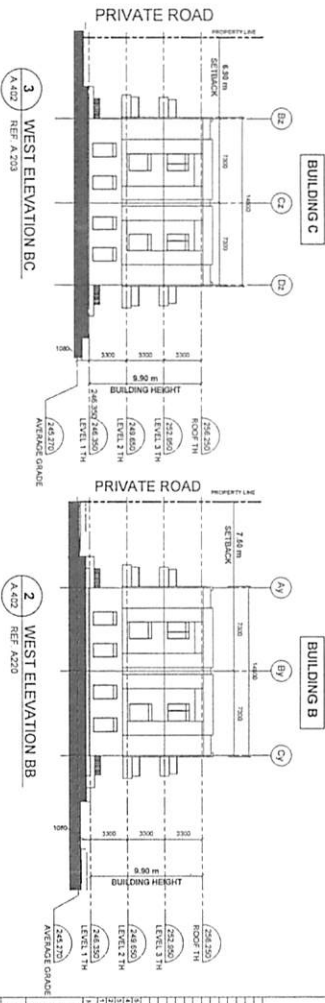
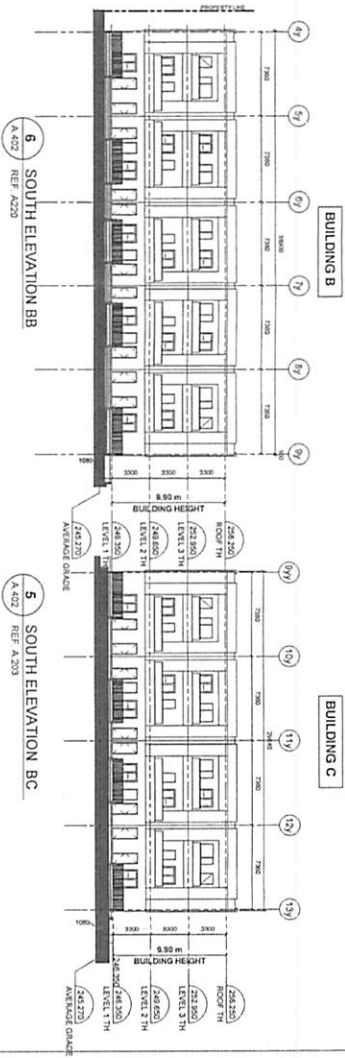
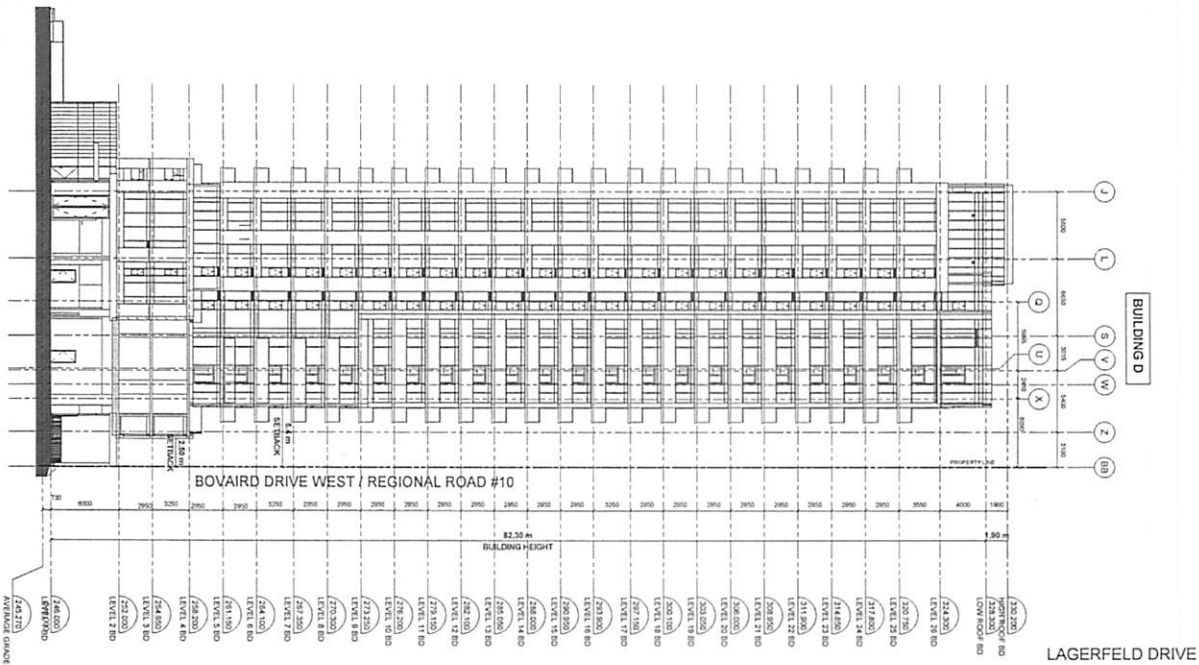
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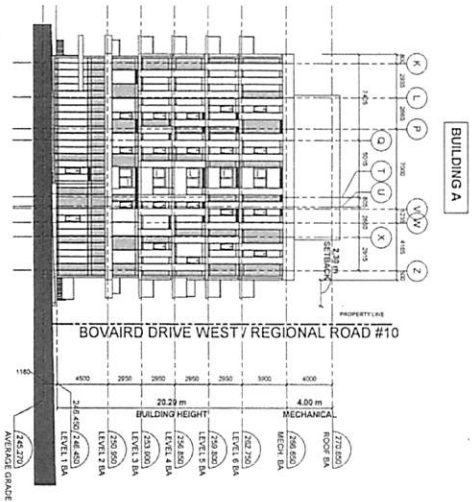
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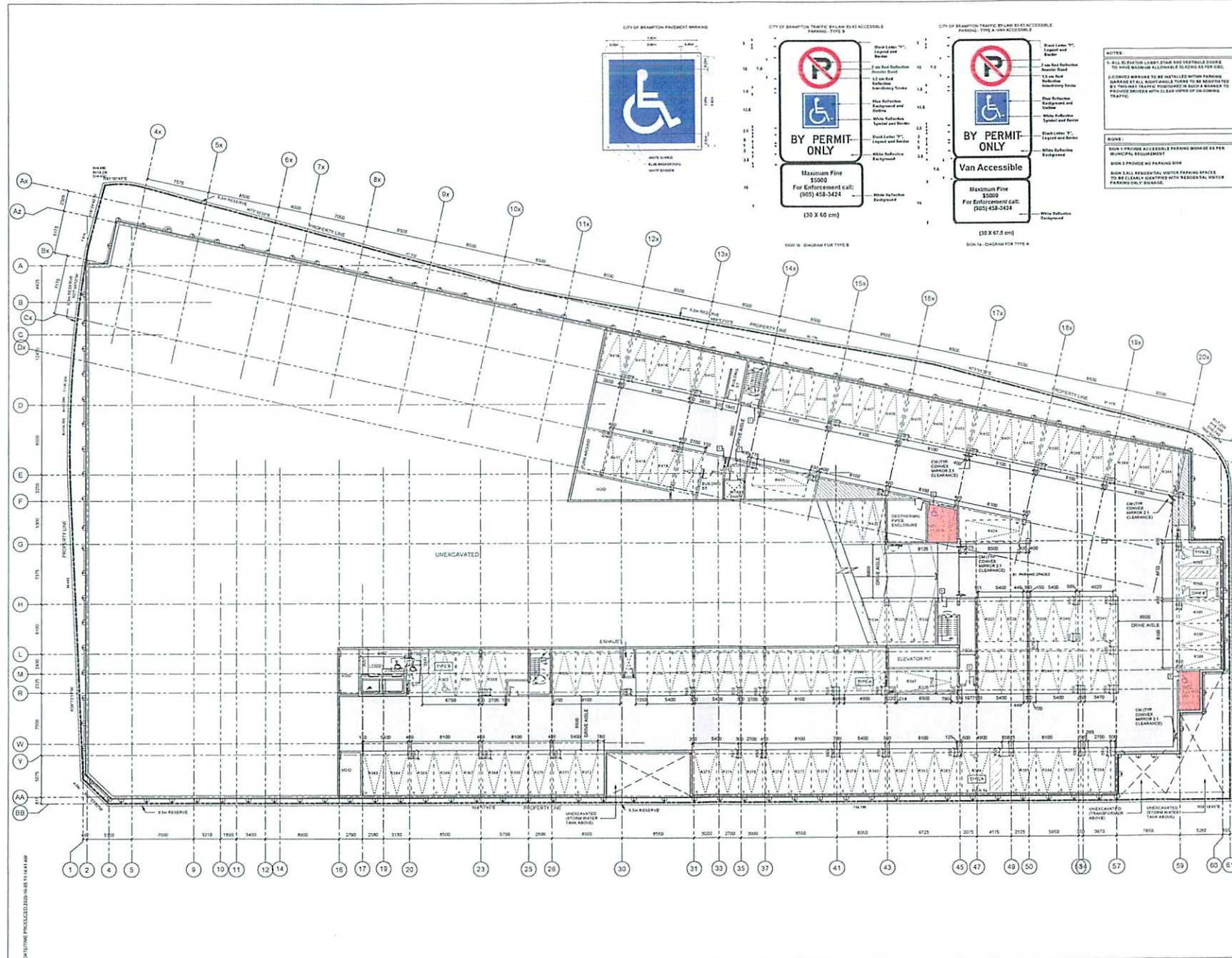
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A.402 / REF. A.214



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NOTES:
1. ALL SIGNAGE (LETTER, SYMBOL AND VEHICLE SIGNS) TO HAVE MINIMUM ALLOWABLE SIZES AS PER CBC.
2. CONCRETE SIGNAGE TO BE INSTALLED WITHIN PARKING GARAGE AT ALL RIGHT ANGLES TO TRAFFIC TO BE REQUESTED BY TWO-WAY TRAFFIC POSITIVELY IN SUCH A MANNER TO PREVENT OBSCURE OPTICALLY VIEW OF ONCOMING TRAFFIC.
3. SIGN TO PROVIDE ACCESSIBLE PARKING SIGNAGE AS PER MUNICIPAL REQUIREMENT.
4. SIGN TO PROVIDE NO PARKING SIGN.
5. SIGN SHALL IDENTIFY VISITOR PARKING SPACES TO BE CLEARLY IDENTIFIED WITH RESIDENTIAL VISITOR PARKING ONLY SIGNAGE.

SUMMARY	
NO. OF RESIDENTIAL PARKING	18
NO. OF VISITOR PARKING	8
NO. OF VAN ACCESSIBLE	12

NO.	REVISIONS	DATE
1	ISSUE FOR SPARK	OCT 18 2018
2	ISSUE FOR SPARK	MARCH 21 2019
3	ISSUE FOR SPARK	NOV 28 2018
4	ISSUE FOR SPARK	MAY 23 2019
5	ISSUE FOR SPARK	OCT 12 2018
6	ISSUE FOR SPARK	JULY 31 2018

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DANIELS CHOICE MOUNT PLEASANT CORPORATION

BLOCK 4
10, 20, 30 & 40 LAGERFELD DRIVE

BRAMPTON, ON

CITY SITE PLAN NUMBER - SPTB-022-000



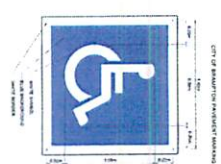
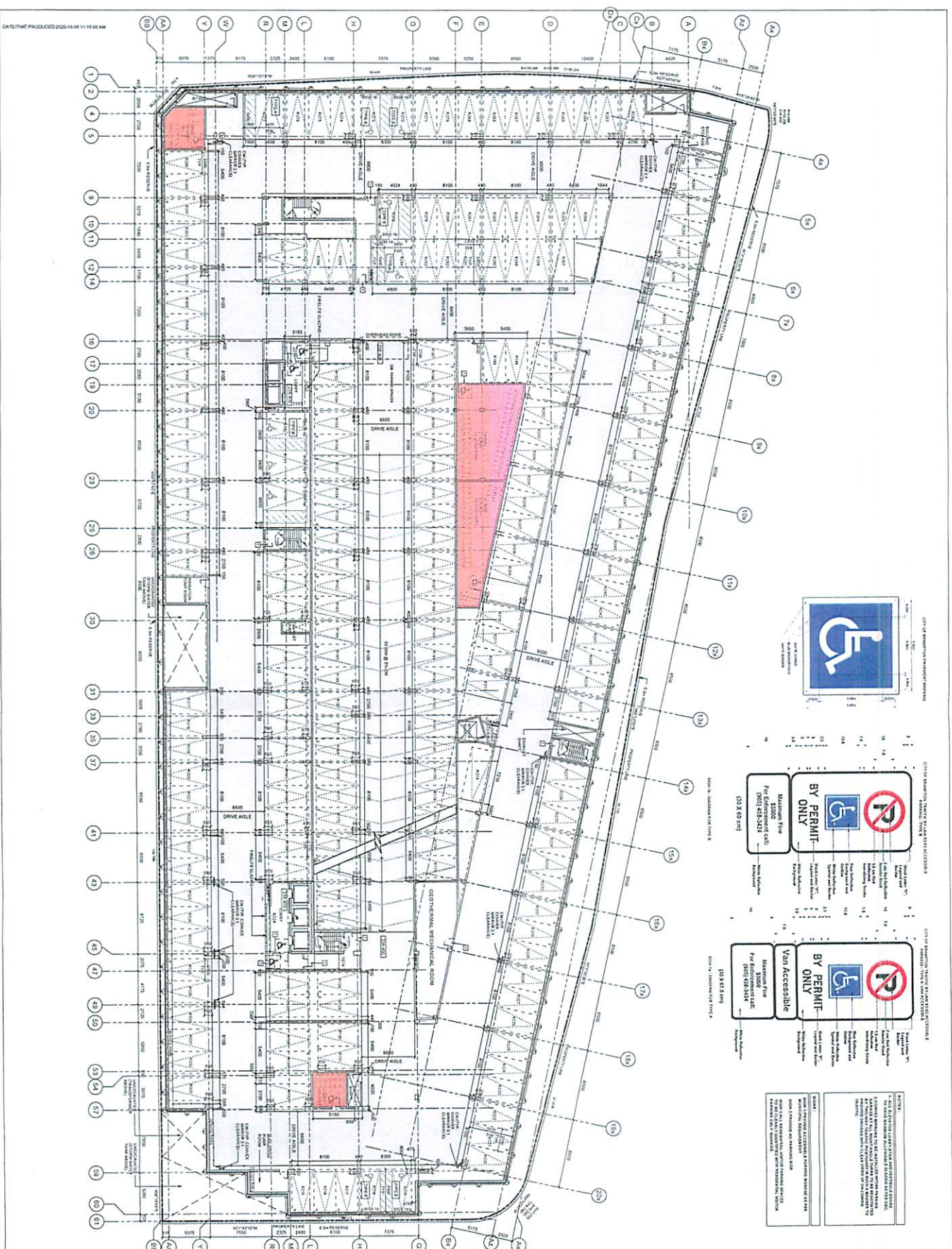
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LEVEL P3

PROJECT NO
18-118

DRAWING NO
A.200

DATE/TIME PRODUCED 2020-10-05 11:15:00 AM



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NOTES
1. THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE CITY OF BRAMPTON.
2. THE CITY OF BRAMPTON IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN.
3. THE CITY OF BRAMPTON IS NOT RESPONSIBLE FOR THE CONSEQUENCES OF ANY ACTION TAKEN BASED ON THIS PLAN.

SUMMARY

NO. OF SHEETS: 10

NO. OF SHEETS USED: 10

PROJECT NO. 18-118

DRAWING NO. A.201

10, 20, 30 & 40 LAGERFIELD DRIVE

BLOCK 4

BRAMPTON, ON

DANIEL'S CHOICE MOUNT

PLESANT CORPORATION

COREARCHITECTS

130 QUEENS QUAY EAST SUITE 700 WEST TOWER

TORONTO ON CANADA M5A 0A9

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MEMORANDUM

October 5, 2020

Reference No.: 19015

TO: Daniel Grandilli / Development Coordinator / The Daniels Choice Mount Pleasant Corporation

FROM: Tony Chiu, Anatole V. Kung, Amelia Crichton / LEA

CC: Kenneth Chan / LEA

RE: Block 4 – Bicycle Parking Variance

This memorandum provides the review of the vertical and horizontal bicycle parking supply for the proposed mixed-use development of Mount Pleasant Village – Block 4 (Bovaird Drive & Lagerfeld Drive) in the City of Brampton. By way of background, LEA submitted the following reports to the City of Brampton for the proposed development:

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

Since the completion of the September 2019 TIS Addendum Letter, a minor change to the site plan has occurred with respect to the number of dwelling units. This memorandum was prepared in support of a minor variance to the bicycle parking requirement regarding the mix of horizontal and vertical spaces. The subject site is exploring options to add storage lockers to the underground parking garage. In doing so, these storage lockers will encroach on the proposed bicycle parking areas. As the storage lockers will reduce the amount of space available for bicycle parking area, the development plan is seeking to increase the vertical bicycle parking supply to maintain the minimum requirement. The current system is vertical in nature; however its unique design allows for horizontal parking. This letter will discuss the current bicycle system that is proposed and compare it other indoor bicycle parking systems in the Greater Toronto Area (GTA) to determine if it is sufficient.

1 PROPOSED DEVELOPMENT

The updated number of residential units is compared to values applied in the September 2019 addendum as summarized in **Table 1-1**.



Table 1-1: Site Statistic Comparison

Building	Land Use	TIS Addendum (September 2019)	Current Proposal (September 2020)	Net Change
A	1-Bedroom	66	70	+4
	2-Bedroom	38	36	-2
	3-Bedroom	0	0	0
	Total	104	106	+2
B	1-Bedroom	10	10	0
	2-Bedroom	10	10	0
	3-Bedroom	0	0	0
	Total	20	20	0
C	1-Bedroom	8	8	0
	2-Bedroom	8	8	0
	3-Bedroom	0	0	0
	Total	16	16	0
D	1-Bedroom	141	149	+8
	2-Bedroom	145	149	+4
	3-Bedroom	4	4	0
	Total	290	302	+12
TOTAL ALL:		430	444	+14

The proposed development will consist of a total of 444 residential units, which is fourteen (14) units more compared to the previous value applied with the TIS and the September 2019 Addendum Letter.

2 BICYCLE PARKING

2.1 ZONING BY-LAW REQUIREMENTS

The bicycle parking requirements under R4A-3527 of Zoning By-Law 270-2004 as well as the proposed bicycle parking supply are summarized in **Table 2-1**.

Table 2-1: Bicycle Parking Supply

Land Use	Units	Min. Rate (spaces/unit)	Min. Requirement	Proposed Supply
Residential	444	0.50 spaces/unit	222	236

The proposed development will provide a total of 236 bicycle parking spaces, which exceeds the minimum By-Law requirement. The proposed bicycle supply will provide opportunity and encourage future residents to use other modes of transportation.

2.2 VERTICAL AND HORIZONTAL SPACE REQUIREMENT

Under this By-Law, the proposed supply is subject to the following additional requirements and restrictions:

s) Bicycle Parking

ii) Maximum of 50% of the required bicycle parking may be vertical spaces, and the rest must be horizontal spaces



MEMORANDUM

Reference No.: 19015

It is understood that a change to the underground bicycle parking areas is now being pursued. The space previously designated for bicycle parking is proposed to be transformed into residential storage space. As a result, the overall bicycle parking area will be reduced.

In order to meet the by-law bicycle parking requirement, a custom design bicycle parking system is proposed for the subject site.

Common bicycle parking systems are designed as either single spaces with a horizontal or vertical orientation. ParkAid has created a custom design that maximizes the efficiency of bicycle parking to a confined space. Although the design can be considered vertical stacking stations, the design integrates horizontal and vertical parking spaces as shown in **Figure 1**.

Appendix A shows the custom design parking system with Dena Plus and Felix parking systems and examples of proposed bicycle room layouts. These parking systems are similar in design, the Dena Plus features two lower tier spaces whereas the Felix system provide one. The lower tier is a horizontal space. The upper tier orients a bicycle horizontally but adds a vertical component. Therefore, the custom design parking systems can be considered to have a horizontal and vertical parking space component. In addition, a supplement supply of Terra Wall Mount spaces has been provided in some areas, here the bicycles are parked in a vertical position. In applying this notion that the custom bicycle parking system includes both horizontal and vertical spaces, total parking supply by parking orientation can be calculated. summarizes the proposed bicycle supply by orientation.

Table 2-2 provides a more detailed breakdown of the proposed bicycle supply.

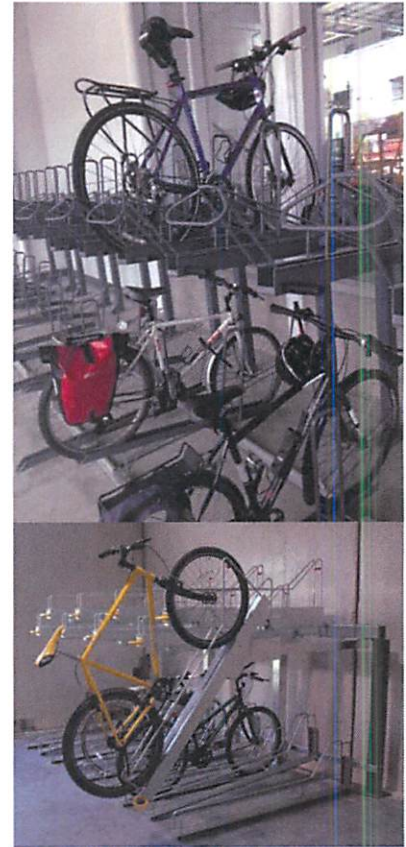


Figure 1: Similar Parking Systems



Table 2-2: Horizontal and Vertical Bicycle Parking Supply

Area	Proposed Bicycle Parking Supply			
	Horizontal Spaces		Vertical Spaces	
	Bicycle Rack	Dena Plus & Felix Systems Lower Tier	Upper Tier	Terra Wall Mount
Ground Floor				
-	14	0	0	0
Parking Level 1				
B	0	46	15	0
C	0	18	11	0
Parking Level 2				
D	0	12	8	5
F	0	47	32	0
Parking Level 3				
H	0	10	7	0
I	0	6	5	0
Subtotal	14	139	78	5
TOTAL	236			

A total of 236 parking spaces are proposed for the entire site which exceed the zoning by-law requirement by 14 spaces. 14 surface horizontal parking spaces are proposed exterior to the building to accommodate short term parking. The remaining 222 spaces are situated in the underground parking structure.







ParkAid's design comprises of 217 spaces with 78 fully vertical and 139 spaces with horizontal access. In addition, five (5) vertical spaces are proposed as wall mounted parking spaces. Thus, only a total of 83 vertical spaces (37% of the total supply) will be fully vertical. The remainder will be vertical in nature with horizontal access.

2.3 TYPICAL BICYCLE PARKING INFRASTRUCTURE

LEA reviewed the bicycle parking infrastructure of other multi-storey developments to understand the uniqueness of the varying design. As stated above, current bicycle parking furniture is designed with ample spatial clearance while inserting or removing a bicycle from a parking space.

Table 2-3 illustrates several examples of different bicycle parking furniture available at other residential development.

Table 2-3: Example Bicycle Parking Infrastructure in the Area

Example and Approximate Location	
<p>Bay St and College St, Toronto</p> 	<p>Downtown Apartment, Toronto</p> 
<p>Condominium, Downtown Toronto</p> 	<p>Condominium, Richmond Hill</p> 
<p>Kelowna, BC</p> 	<p>Detroit, Michigan</p> 

As seen in the above table, there is a variety of different bike system in use. These designs are of an earlier design and shows the variety of different designs.

The proposed bicycle parking system (Dena Plus) differs with respect to how bicycles are placed adjacent to another. The lower tier includes the feature where a bicycle space is horizontally offset from the other. This unique feature provides spatial separation with adjacent bicycle pedals and handlebars. Bicycles can be inserted or removed from a parking spot without impact the adjacent bicycle. The proposed bicycle design provides an opportunity to introduce a new method to include horizontal parking spaces to a vertical system



MEMORANDUM

Reference No.: 19015

in a confined space. Thus, it is our opinion that the proposed bicycle parking structure provides a mix of horizontal and vertical parking spaces that can suit the By-law requirement.

3 CONCLUSIONS

This memo has been prepared to review the vertical and horizontal bicycle parking supply based on updated site statistics and revised minimum bicycle parking requirement. Whereas typical bicycle parking spaces permit one horizontal or vertical orientated bicycle, the proposed custom bicycle parking system, although vertical in nature, incorporates a horizontal parking position. The custom system follows an improved design that take advantage of offsetting parking position, thereby conserving bicycle parking space. Thus, it is in our opinion that the proposed parking systems sufficiently meets the by-law for vertical and horizontal parking space mix.

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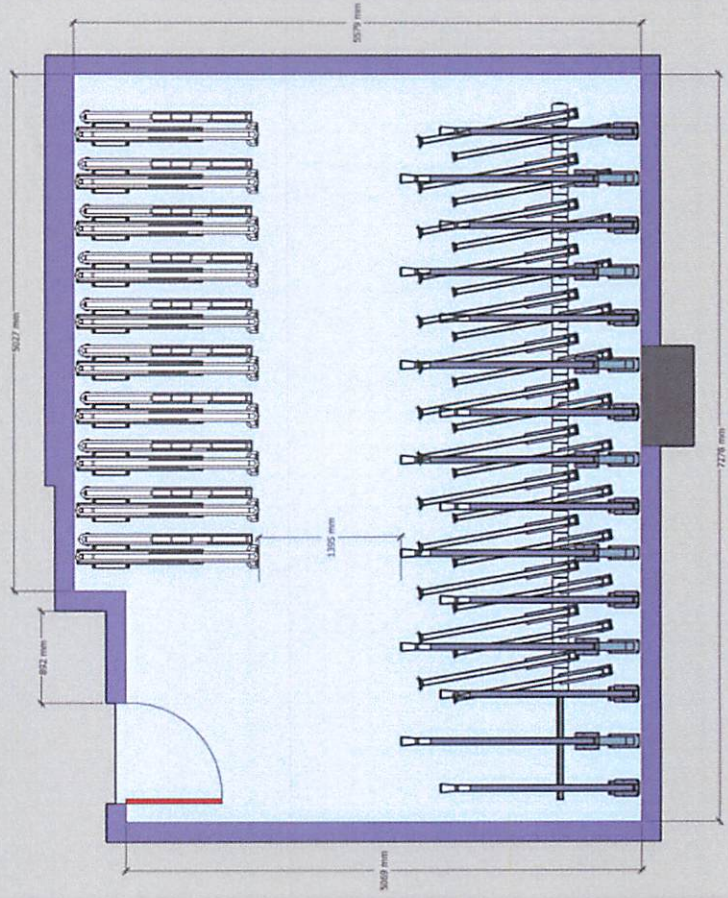
Encl: Appendix A: Example Bicycle Parking Layouts



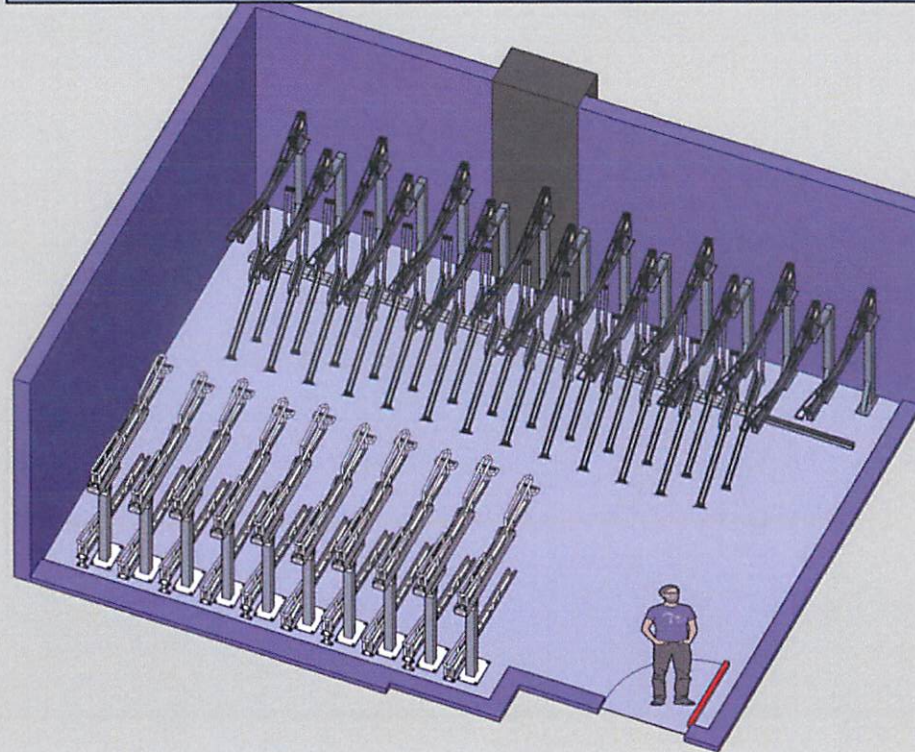
APPENDIX A

Proposed Bicycle Parking Systems

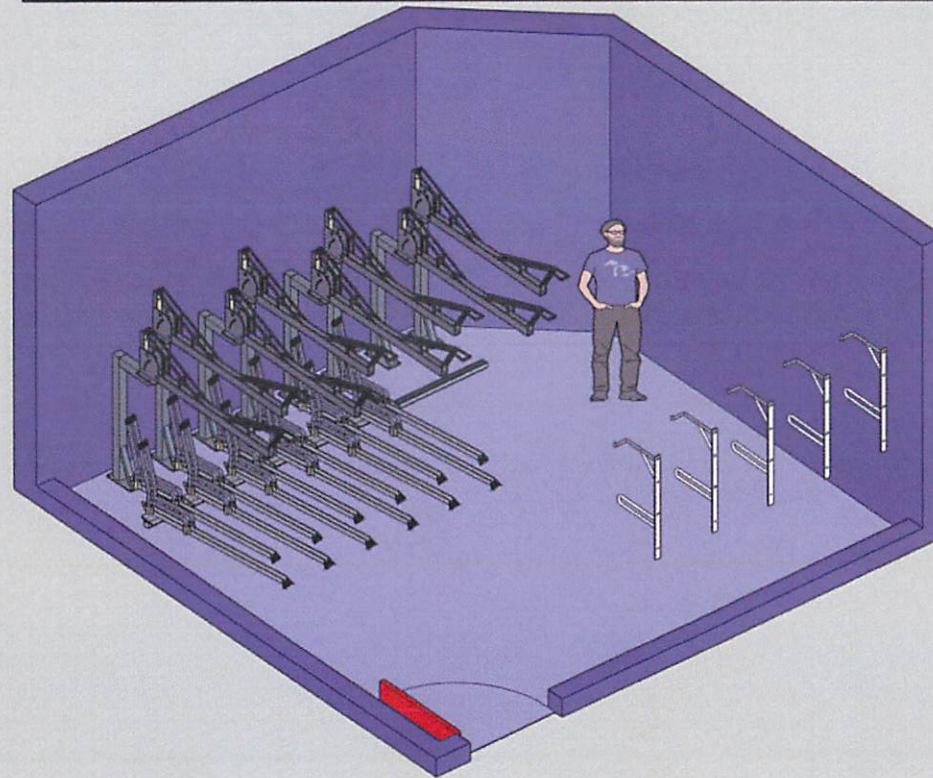
Total of 61 Bicycle Parking Spaces:
 15 Dena Plus Top Bicycle Parking Spaces.
 26 Dena Plus Bottom Bicycle Parking Spaces.
 10 Felix Top Bicycle Parking Spaces.
 10 Felix Bottom Bicycle Parking Spaces.



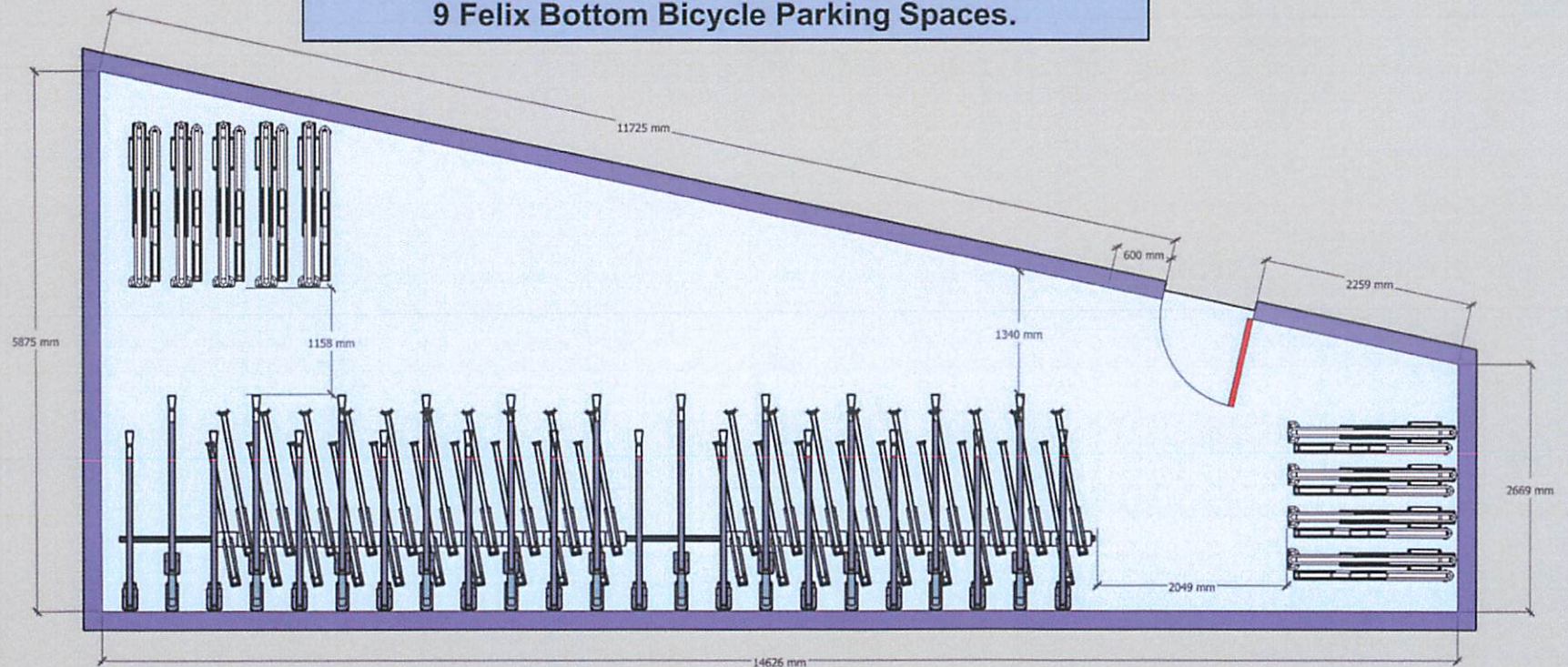
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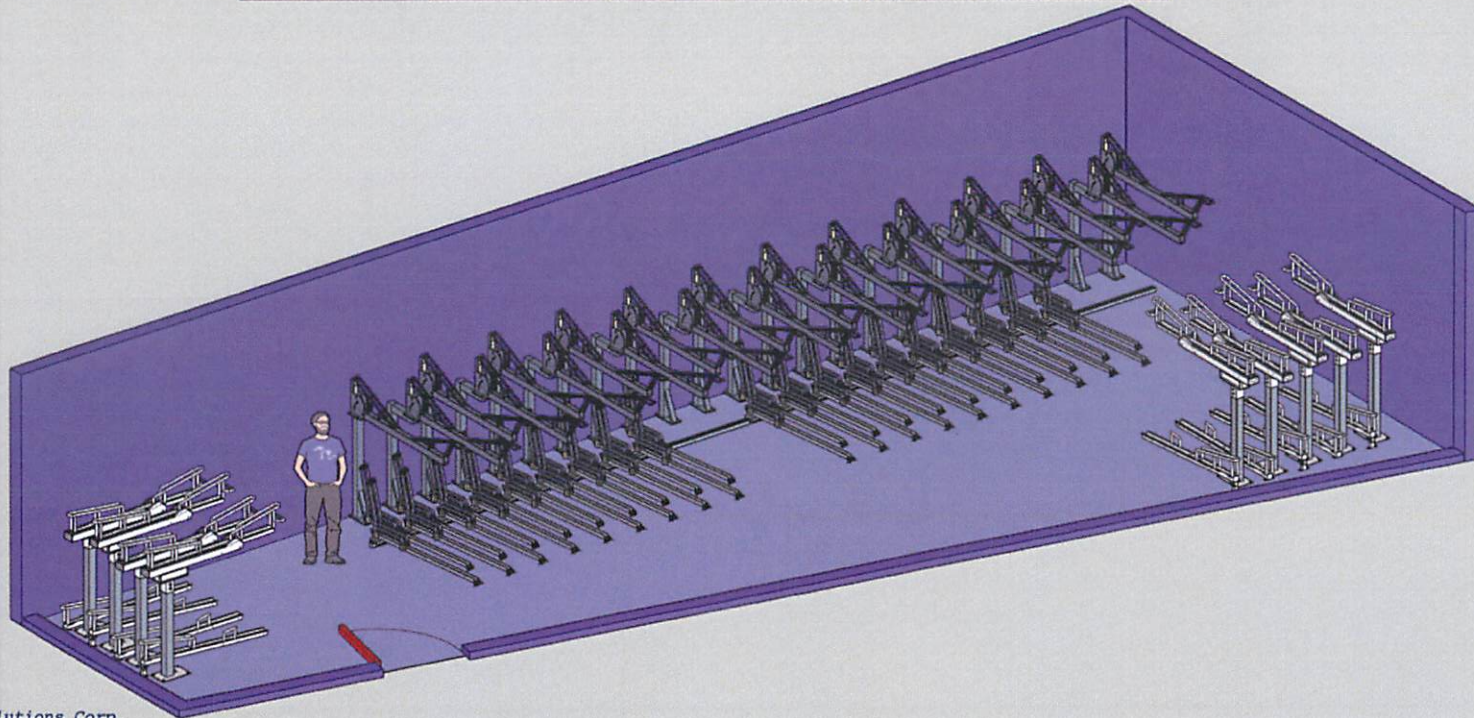
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12 Dena Plus Bottom Bicycle Parking Spaces.
5 Terra Wall Mount Bicycle Parking Spaces.



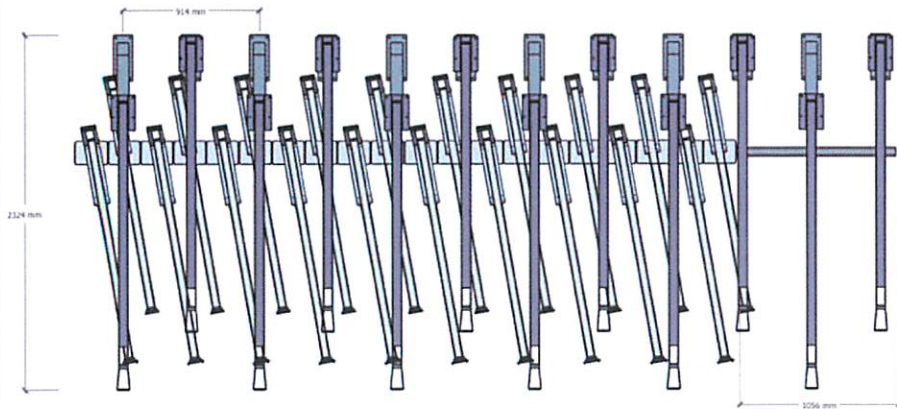
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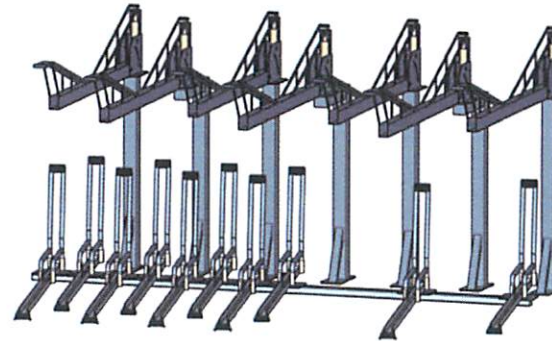
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Top View



3D View



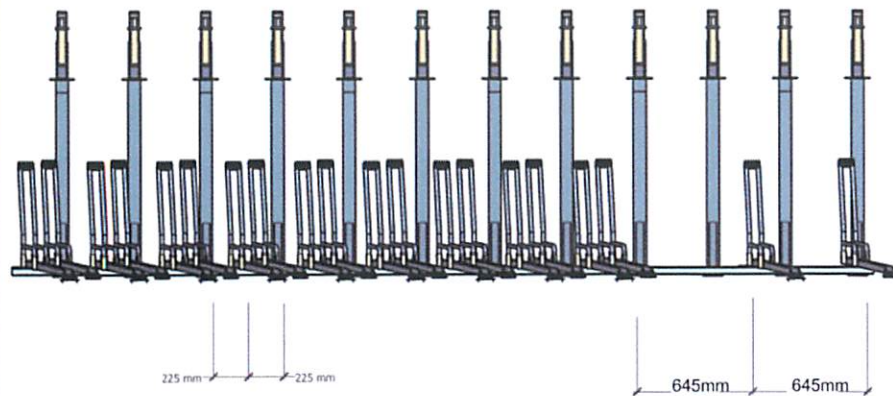
Dena Plus

Made Of Painted Galvanized Steel And Aluminum.

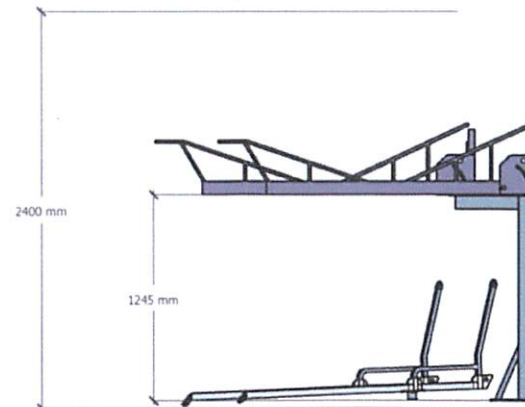
Equipped With A Pneumatic Mechanism For End-User Convenience.

Versatile Lower Track System For Increased Capacity.

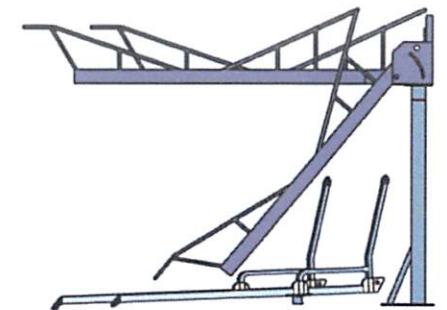
Front View



Side View



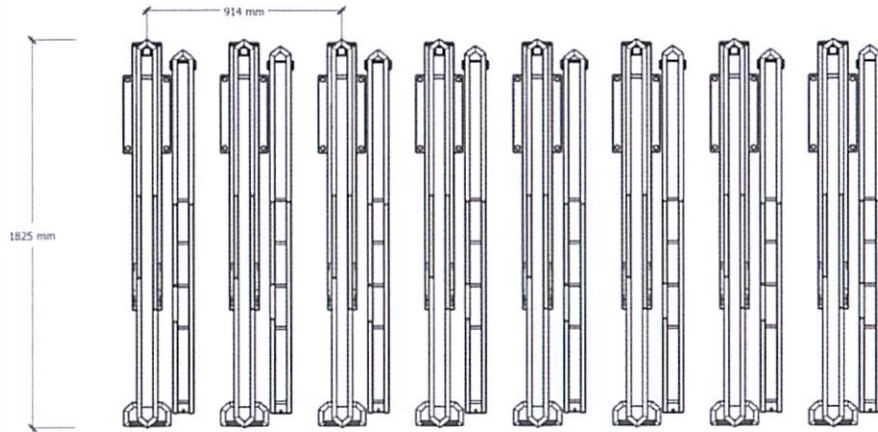
Side View Lowered Rack



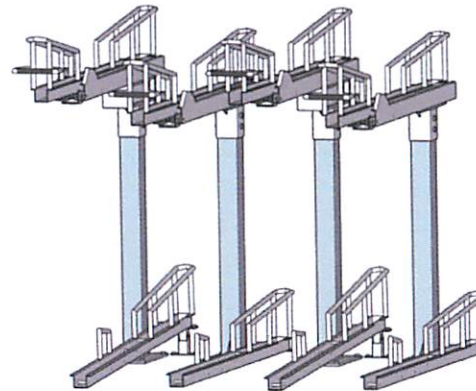
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ParkAid

Top View



3D View



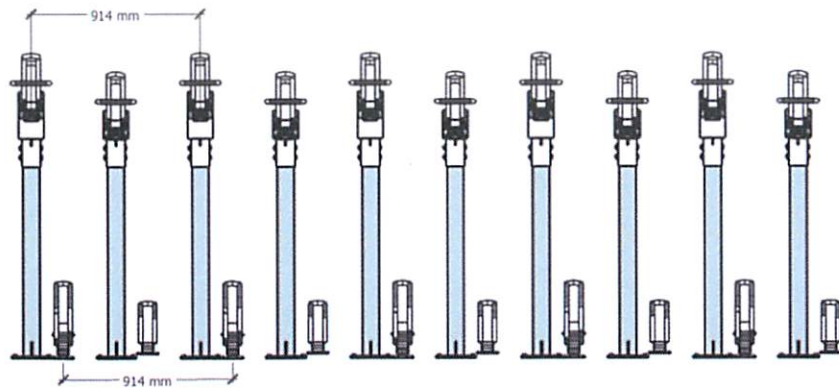
Felix

Made Of Galvanized Steel.

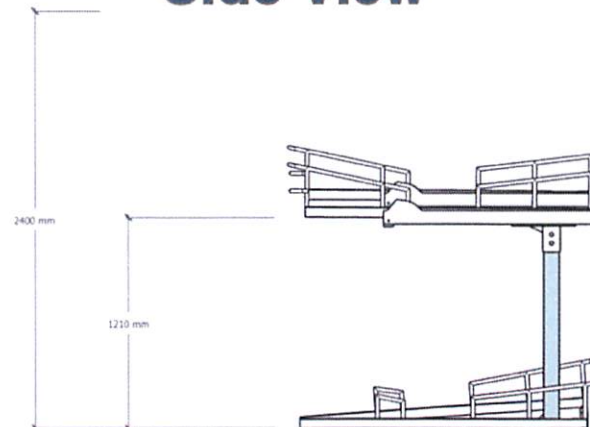
**Equipped With A Pneumatic
Mechanism For End-User
Convenience.**

**Compatible Lower Rack For
Increased Capacity.**

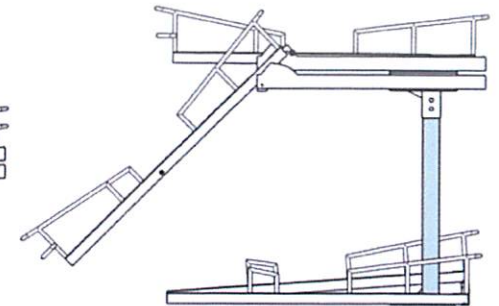
Front View



Side View



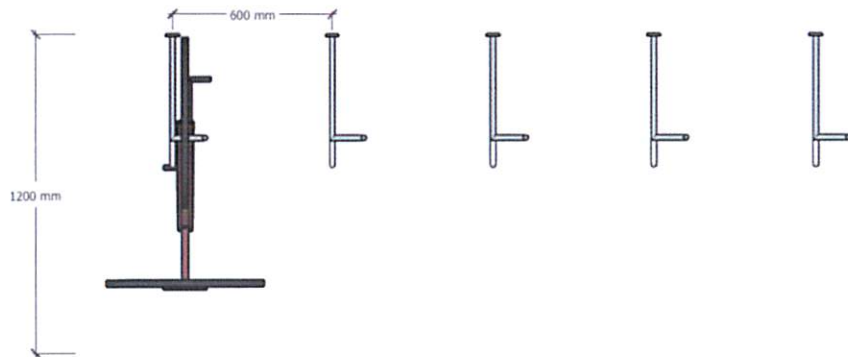
Side View Lowered Rack



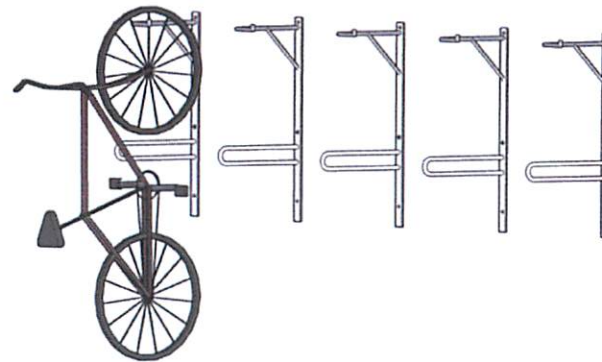
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ParkAid

Top View



3D View



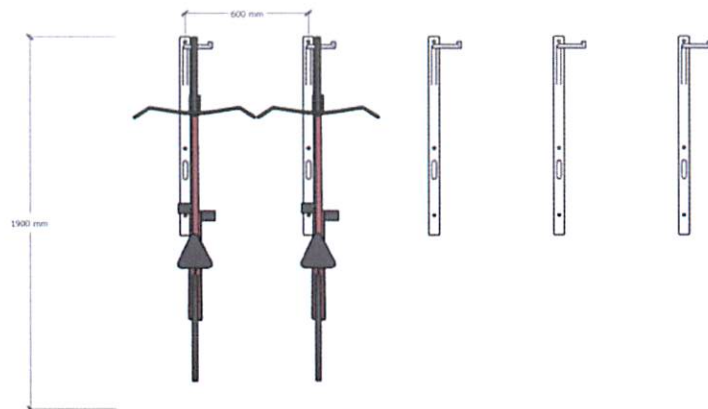
Terra Wall Mount

(Leveled)

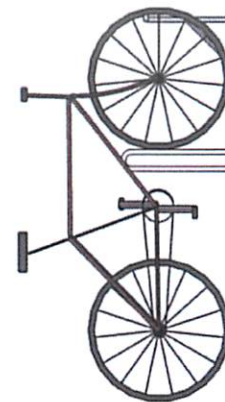
**Made Of High Performance
Galvanized Steel.**

**On-Wall Vertical Bicycle
Parking System.**

Front View



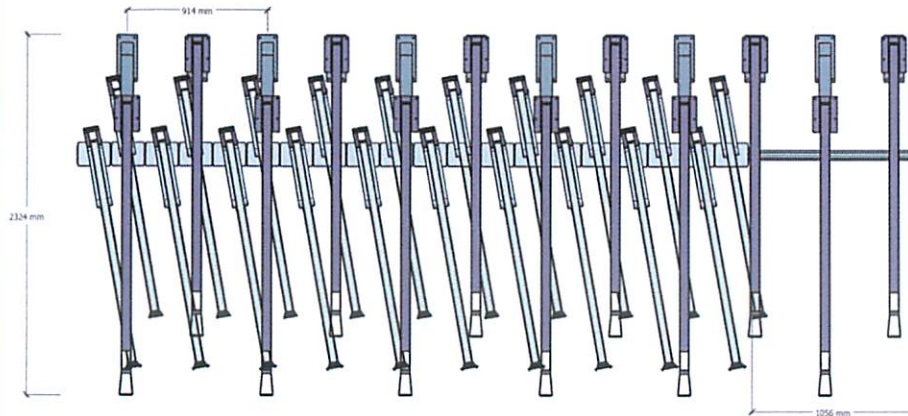
Side View



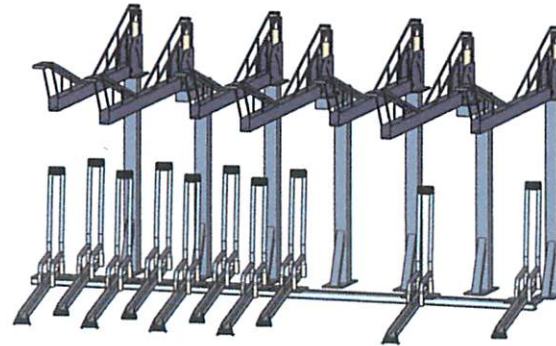
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ParkAid

Top View



3D View



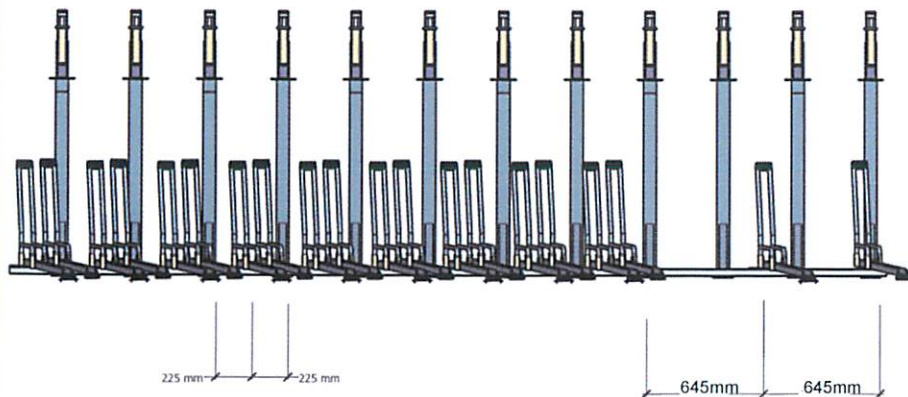
Dena Plus

Made Of Painted Galvanized Steel And Aluminum.

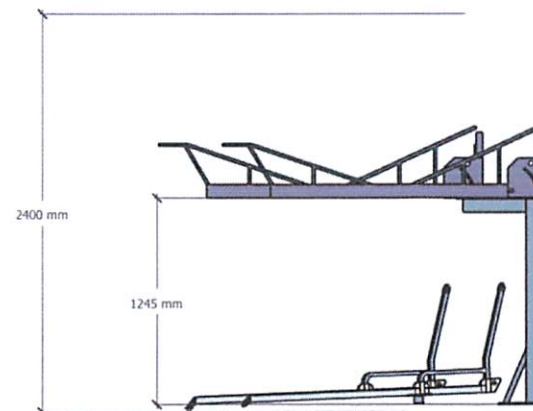
Equipped With A Pneumatic Mechanism For End-User Convenience.

Versatile Lower Track System For Increased Capacity.

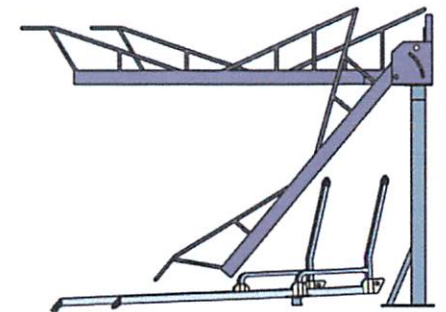
Front View



Side View



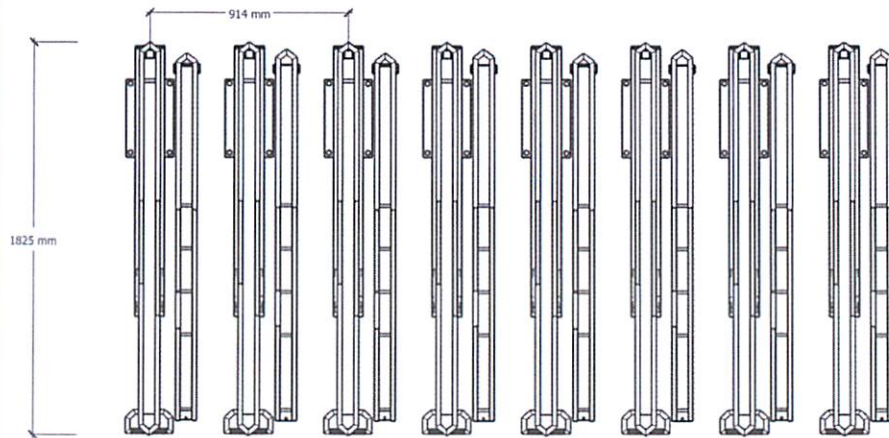
Side View Lowered Rack



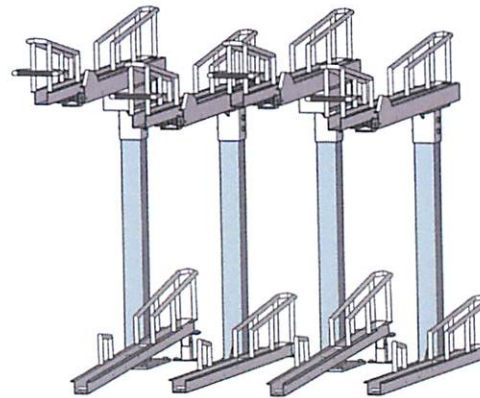
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ParkAid

Top View



3D View



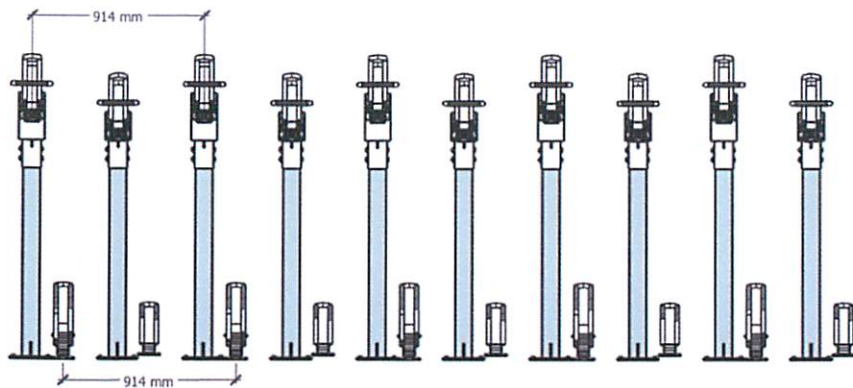
Felix

Made Of Galvanized Steel.

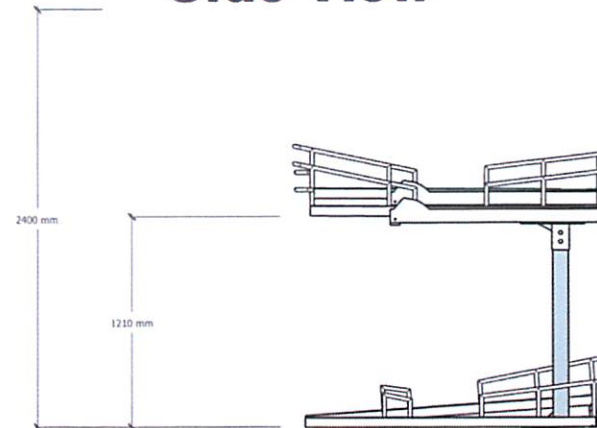
**Equipped With A Pneumatic
Mechanism For End-User
Convenience.**

**Compatible Lower Rack For
Increased Capacity.**

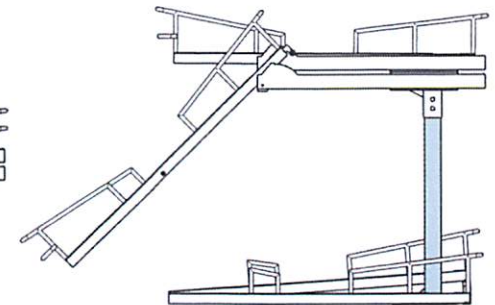
Front View



Side View



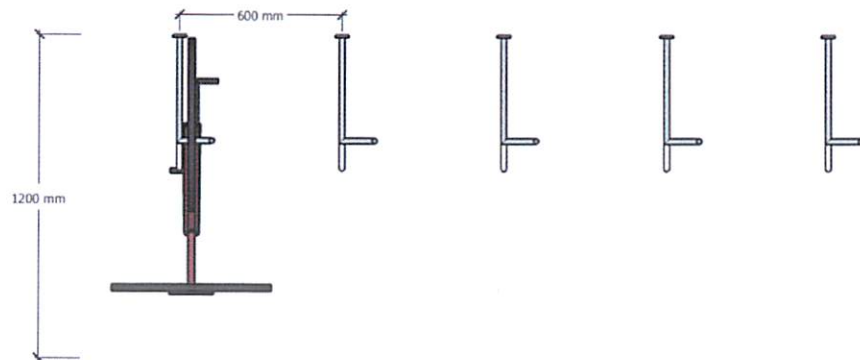
Side View Lowered Rack



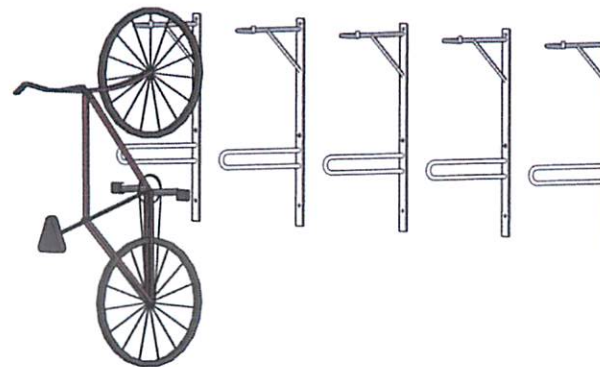
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ParkAid

Top View



3D View



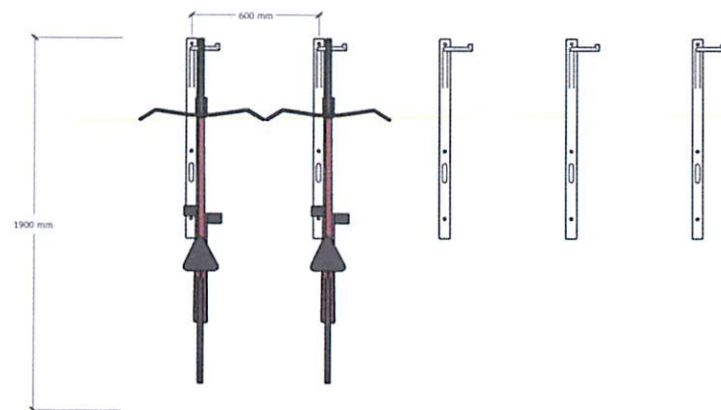
Terra Wall Mount

(Leveled)

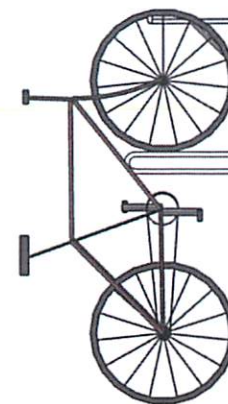
**Made Of High Performance
Galvanized Steel.**

**On-Wall Vertical Bicycle
Parking System.**

Front View

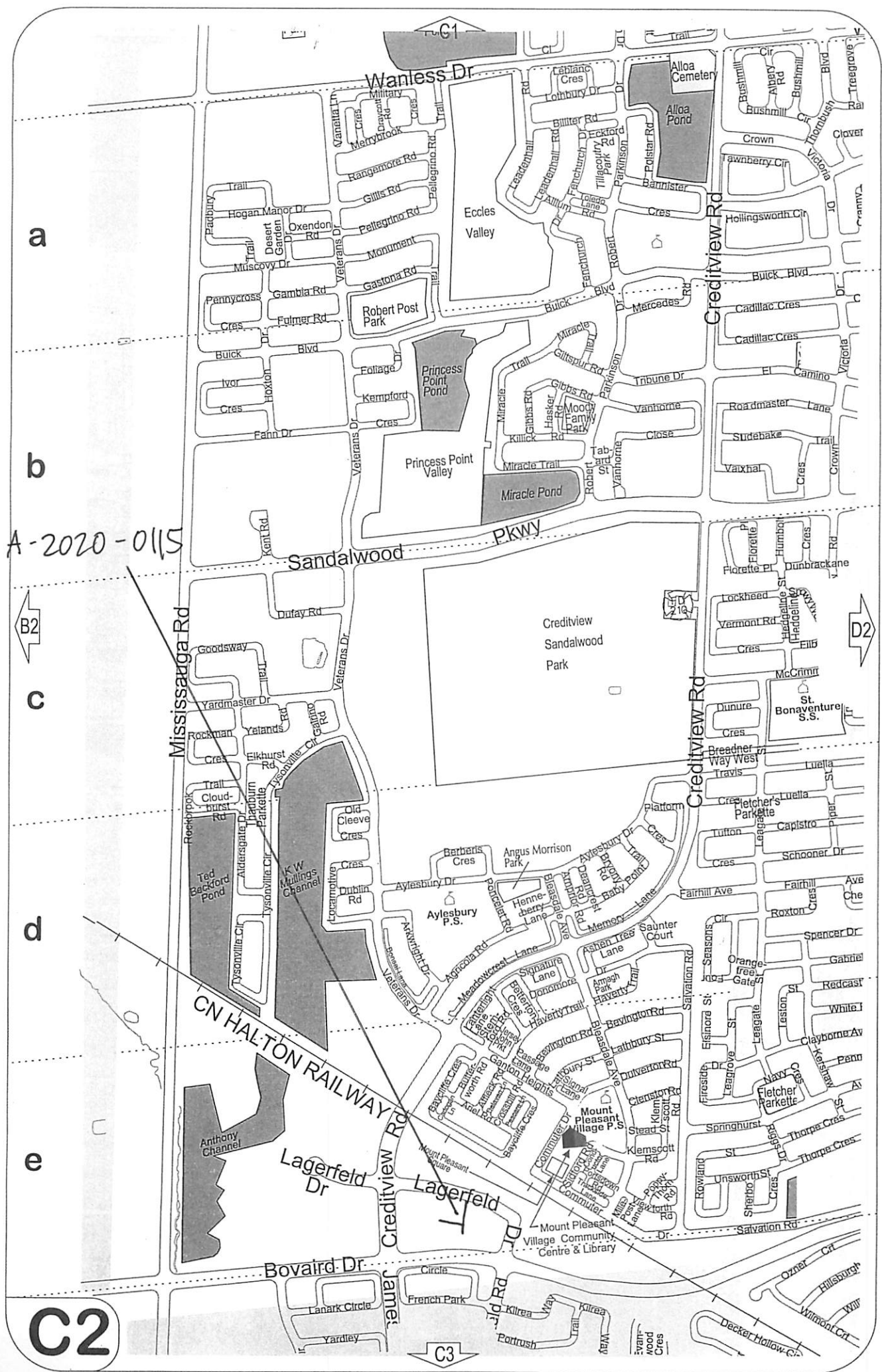


Side View



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a

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B2

c

d

e

C2

C1

C3