Subject: RECOMMENDATION REPORT
Application to Amend the Official Plan and Zoning By-Law
KLM PLANNING PARTNERS INC. - GORE ROAD INVESTMENTS LTD
To permit the development of a mixed-use lifestyle community, including retail, service commercial, hotel, offices, live/work and residential uses.

Part of Lot 5, Concession 9, N.D.
Ward: 10

Contact: Paul Aldunate, Planning and Building Division, 905-874-2435

Overview:

- This report recommends approval to amend the Official Plan and Zoning By-law to permit a mixed-use lifestyle community development consisting of residential apartment buildings associated with retail, commercial, and office uses and a hotel, all around a central open space area.

- This development proposal will provide a visual anchor and establish this site as a gateway to the City of Brampton.

- The proposal is consistent with the intensification policies of the Official Plan, in particular the permitted density and location requirements for areas identified as a Primary Intensification Corridor.

- The development is transit supportive, will take advantage of existing infrastructure and will provide additional services to the surrounding community.

- This report addresses concerns with respect to traffic, schools, environmental protection, crime & lack of amenities that were raised by interested members of the public that provided input throughout the development review process.

- The recommended conditions of approval are intended to ensure that these lands are developed in a manner that is sensitive to the scale, design and character of the surrounding neighbourhood.
Recommendations:

1. THAT the report from Paul Aldunate, Development Planner, Planning and Building Division, dated April 2, 2014 to the Planning, Design and Development Committee Meeting of May 5, 2014 re: RECOMMENDATION REPORT, Application to Amend the Official Plan and Zoning By-Law, KLM PLANNING PARTNERS INC. - GORE ROAD INVESTMENTS LTD., Ward: 10, File: C09E05.021 be received; and,

2. THAT Planning, Design and Development Committee recommend approval of the subject application in principle and that staff be directed to prepare the appropriate documents for the consideration of City Council, in general accordance with the following:

2.1. The Bram East Secondary Plan be amended by changing the land use designation on the subject lands from “Special Policy Area 11 (Mixed Commercial/Industrial)” to a new “Queen Street East Corridor - Mixed-Use” designation, which will generally include the following land-use, density, height and urban design policies:

2.1.1. The permitted land uses:

   a. A combination of office, commercial, institutional, cultural and entertainment uses, hotel, conference centre, high density residential uses (including street townhouses integrated into a comprehensive, higher density mixed-use development), live-work townhouses and related community facilities and parking structures. These uses may be developed as a free-standing single use building or as a combination of uses developed and managed as a unit;
   
   b. Retail uses and restaurants, except those with a drive-through facility;
   
   c. Shall not include warehouse distribution centres, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.

2.1.2. Requirements:

   a. Development should generally be limited to an overall maximum Floor Space Index (FSI) of 2.12;
   
   b. The development of the site shall include a supermarket with a minimum gross floor area of 900 m² (9,688 ft²);
   
   c. Development should include a minimum combined gross floor area of 17,000 m² (182,986 ft²) of retail, commercial, office and hotel uses.
2.1.3. Recognizing the visual prominence of this site, the architecture and built form shall provide landmark building elements that will establish this site as a focal point along the Queen Street East corridor;

2.1.4. All buildings shall have significant articulation and superior architectural treatment, with upscale building material, glazing, roofline variation and corner features;

2.1.5. The built form and architecture along the Ebenezer Road frontage shall be designed so that building height and style is compatible with the adjacent residential land-uses;

2.1.6. Service/loading areas shall be incorporated into building designs and screened from view through appropriate fencing and landscaping;

2.1.7. The lands shall include a central square that will be publicly accessible and designed to be barrier free and highly visible. It shall serve the broad interests of all ages of a population and will provide opportunities for active and passive forms of leisure and recreation;

2.1.8. Upscale landscaped treatment shall be provided along Queen Street East, McVean Drive and Ebenezer Road in recognition of this visibly prominent location and its proximity to existing residential uses.

2.2. The Zoning By-law be amended from “Office Commercial - Section 1487 (OC-1487)” and “Industrial Four – Section 1488 (M4-1488)” to a site specific Office Commercial (OC) zone that will generally include the following provisions:

2.2.1. The following uses shall be permitted on the subject lands:

   Residential:
   a. an apartment dwelling;
   b. a townhouse dwelling

   Commercial:
   c. an office;  j. a supermarket;  p. a printing or copying establishment;
   d. a hotel;  k. a banquet hall;  q. a commercial, technical or recreation school;
   e. a conference centre;  l. a dry cleaning and laundry distribution station;  r. a community club;
   f. a park, playground, recreational facility;  m. a dining room restaurant, a take-out restaurant;  s. a health centre;
   g. a bank, trust company or financial institution;  n. a service shop  t. a day nursery;
   h. a retail establishment;  o. a personal service shop,  u. an art gallery;
   i. a convenience store,  

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2.2.2. The lands shall be generally subject to the following requirements and restrictions:

a. Maximum Floor Space Index: 2.12

b. Maximum Building Height:
   • 8 storeys along Ebenezer Road;
   • 14 storeys for the most westerly building that abuts Queen Street East;
   • 19 storeys for the most easterly building abutting Queen Street East;
   • 8 storeys for any other building that abuts Queen Street East.

c. Maximum Number of Dwelling Units: 753

d. Provisions to help ensure the development of the supermarket with a minimum GFA of 900 m² (9,688 ft²) and a minimum GFA of 17,000 m² (182,986 ft²) of retail, commercial, office and hotel uses.

e. A Holding (H) provision will apply to residential Buildings D and E, which will not be removed until employment related Buildings A (Hotel) and B (Office) have been constructed; and a supermarket has been constructed in conjunction with Building J at the south east corner of Queen Street and Cherrycrest Drive.

f. A Holding (H) provision will apply to a portion of the subject lands, which will be determined once the Functional Servicing Report (FSR) has been completed to the satisfaction of the Region of Peel. In this regard, the (H) symbol shall not be removed until the lands to which the (H) applies, can be serviced with permanent municipal water services.

g. A parking standard that is generally in accordance with the final Traffic Impact and Parking Study.

3. THAT prior to the adoption of the Official Plan amendment and the enactment of the amending Zoning By-law, the applicant shall finalize the Traffic Impact and Parking Study, prepared by Cole Engineering to the satisfaction of the Chief of Planning and Infrastructure Services Officer and the Region of Peel;

4. THAT prior to the adoption of the Official Plan amendment and the enactment of the amending Zoning By-law, the applicant shall finalize the Functional Servicing Report, prepared by Candevcon Ltd. to the satisfaction of the Region of Peel, and the owner shall be agreeable to the implementation of the study;

5. THAT prior to the adoption of the Official Plan amendment and the enactment of the amending Zoning By-law the applicant shall finalize the Urban Design Brief, prepared by KLM Planning Partners Inc., and Kirkor Architects to the satisfaction of the Chief of Planning and Infrastructure Services;

6. THAT prior to the adoption of the Official Plan amendment and the enactment of the amending Zoning By-law the applicant shall submit for approval by the City
Engineering and Development Services Division, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer. A copy of this report shall also be submitted to the City's Chief Building Official.

7. THAT prior to the adoption of the Official Plan amendment and the enactment of the amending Zoning By-law the applicant shall submit to the Chief Building Official and the Executive Director, Engineering and Development Services Division the following:

7.1. A Phase 1 Environmental Site Assessment;

7.2. A Phase 2 Environmental Site Assessment if required as a result of the Phase 1 Environmental Site Assessment;

7.3. A decommissioning report if contaminated material has been identified and is removed or, alternatively, a copy of the Certificate of Property Use approved by the Ministry of the Environment;

7.4. Confirmation to the Chief Building Official of the filing of the Record of Site Condition in the Environmental Site Registry;

7.5. A report identifying all existing water wells and private sewage disposal systems on the lands. The applicant shall provide verification to the satisfaction of the City's Chief Building Official that all wells and septic systems identified have been decommissioned in accordance with all applicable laws and regulations.

8. THAT prior to the adoption of the Official Plan amendment and the enactment of the amending Zoning By-law, the applicant shall enter into an agreement with the City, which shall include the following:

8.1. Prior to the issuance of a building permit, a site development plan, landscaping, grading and storm drainage plan, elevation and cross section drawings, a fire protection plan, and engineer and servicing plans shall be in accordance with the approved Urban Design Brief and shall be approved by the City, and appropriate securities shall be deposited with the City, to ensure implementation of these plans in accordance with the City's site plan review process;

8.2. Prior to site plan approval, the applicant shall update the Functional Servicing Report, to the satisfaction of the TRCA, to address potential water runoff in the event of a major storm event and to explore low impact development techniques, in order to achieve the TRCA's water balance requirements, and shall be agreeable to the implementation of the study.

8.3. Prior to site plan approval, the applicant shall gratuitously dedicate the lands required to meet the Regional Official Plan requirements for Regional Road 107, including any additional property that may be required for utilities, sidewalks, pathways, transit shelters/bays, turning lanes, daylight triangles and reserves. In this regard the land will be dedicated free and clear of all encumbrances and all costs associated with the transfer will be the responsibility of the applicant;
8.4. Prior to site plan approval, the applicant shall agree to provide transit improvements and upgraded transit amenities, in keeping with the enhanced streetscaping envisioned for the development, which will include the provision of bus landing and shelter pads, and the costs for enhanced shelter designs, benches and customer information systems to be installed at locations on Ebenezer Road, McVean Drive and Queen Street East.

8.5. Prior to site plan approval, the applicant shall grant easements to the appropriate authorities as may be required for the installation of utilities and municipal services to service the lands;

8.6. Prior to site plan approval, the applicant shall make arrangements satisfactory to the City and the Region of Peel for the provision of all matters and works relating to waste collection and disposal;

8.7. The applicant shall agree to post information signs at all major entrances to the proposed developments and include within individual purchase and sale agreements, information advising that students may be accommodated elsewhere on a temporary basis until suitable permanent school accommodation is available;

8.8. The owner shall consult with Canada Post to determine a safe and suitable location for the placement of a Community Mailbox and to indicate this location on the appropriate servicing plans;

8.9. The owner shall make appropriate arrangements to supply, install and maintain a central mail facility (mailroom, lock box assembly) for each commercial, office, retail or residential building with a common indoor area to the satisfaction of Canada Post.

9. THAT the decision of approval for the subject application be considered null and void and a new development application be required, unless a zoning by-law is passed within 24 months of the Council approval of this decision or within an extended period of time as approved by the Chief Planning and Infrastructure Officer

BACKGROUND

Origin
This application was submitted on May 12, 2010, by KLM Planning Partners on behalf of Gore Road Investments Ltd.

Date of Public Meeting
The statutory public meeting for this application was held March 5, 2012. At that meeting 15 people made representation. Several informal public meetings were also held to receive public input on this proposal. Approximately 60 to 65 area residents attended an open house led by the applicant on December 13, 2011. Three additional informal meetings were held with a smaller group of area residents to discuss the application in more detail. These meetings were held on October 9, 2012, March 4, 2013 and February 24, 2014.
Residents expressed specific concerns with the following:

- The impact of this development on traffic and the ability of the surrounding road network to accommodate the increase in vehicles;
- The ability of schools to accommodate the anticipated number of students;
- A lack of recreational facilities and community services such as child care facilities and doctor/medical offices.
- The need for a supermarket or some other specialty grocery store.
- The impact of the development on the natural environment including the Claireville Conservation Area.
- This development will exacerbate the level of crime in the area.

These concerns are discussed in greater detail in Appendix 8.

Planning Area
The subject lands are located within the Bram East Secondary Plan area, specifically at the north east corner of McVean Drive and Queen Street East, on lands where mixed industrial/commercial developments, office and hotel uses are currently permitted.

Details of Proposal
The applicant is proposing a mixed-use lifestyle community development that is to include 11 (eleven) buildings to accommodate residential, retail, commercial, and office uses and a hotel, all around a central open space area. Proposed building heights range from 8 storeys along Ebenezer Road to 8, 14 and 19 stories on Queen Street East. The development has a Floor Space Index (FSI) of 2.12. A summary of the statistics can be found in Appendix 5.

The Gore Road Investments proposal consists of a series of mixed-use buildings with commercial, retail and live/work uses at the ground floor level base and residential uses contained in the upper floors.

The 8-storey buildings proposed along Ebenezer Road are to be approximately 60 metres in length with two storey townhouse units at the base facing Ebenezer Road. The portion of the buildings facing south, into the site, will have commercial and retail uses at the ground level. Parallel parking spaces are proposed in front of the buildings along the private road and pedestrian boulevard. The applicant is proposing that Building C be used for retirement living.

Buildings proposed along Queen Street East are also to be approximately 60 metres in length with a ground level base similar to the built form proposed along Ebenezer Road. In this case the live/work units will face Queen Street East and the commercial/retail uses, which include a supermarket, will face northward into the site towards the central urban square. The podium base of Buildings K and M is proposed to have a pass through drive-aisle with internal ground floor parking located behind the commercial/retail and live/work components.

Single storey restaurants (Buildings F, G, and H) are proposed to define the street edge along Cherrycrest Drive, with surface parking proposed between the restaurants. Outdoor patio space is proposed adjacent to the restaurants.
Along McVean Drive the proposed built-form consists of a 14 storey hotel (Building A) at the Queen Street East intersection and steps down to an 8 story office (Building B) at the Ebenezer Road intersection. These buildings are proposed to have a 2 storey base that wraps around an internal traffic circle.

A centrally located open space is proposed to serve as the focus for passive recreation and social functions of the community.

**Changes from the Original Proposal**

Since the original Gore Road Investments proposal that was presented at the statutory public meeting on March 5, 2012, the following notable changes were made by the applicant based on feedback received through the development review process:

- Overall number of units reduced from 1,024 to 753 units;
- Overall number of parking spaces reduced from 2,366 to 2,085;
- The floor space index (FSI) has been reduced from 2.66 to 2.12;
- The buildings along Queen Street East have been reduced in height. The tower portions of Building K and M were removed with the 8 storey podiums remaining. Building J located closest to the corner of Cherrycrest Drive and Queen Street East has been reduced from 20 storeys to 19 storeys;
- The covered parking at ground level for Building J has been removed in order to create a larger anchor retail store that can support a specialty supermarket;
- Covered parking at ground level of Building K & M was reduced in order to increase depths of retail areas; and,
- The architectural style of buildings were further refined and enhanced in a more conventional residential style with increased usage of masonry brick and cultured stone.

**The surrounding land uses are described as follows:**

North: Ebenezer Road, beyond which is a stormwater management pond, as well as two residential properties followed by an existing low density residential subdivision and the Riverstone Golf and Country Club and associated parking;

East: Cherrycrest Drive, beyond which are lands currently being developed for office and commercial related uses;

South: Queen Street East, beyond which is the Claireville Conservation Area; and

West: McVean Drive, beyond which is vacant land.
MAP 2: 3D PERSPECTIVE

MAP 3: LOCATION

Property Description and Surrounding Land Use

The subject property has the following characteristics:

- is located on a triangular parcel of land bounded by Queen Street East, McVean Drive, Ebenezer Road and Cherrycrest Drive within the Bram East Secondary Plan;
- has a site area of 4.14 hectares (10.22 acres);
- is generally flat with no vegetation.
Gore Road Investments has proposed a large-scale, mixed use development that is consistent with the envisioned form of development along an intensification corridor. It will take advantage of a site that is highly visible and will serve as a gateway into the City. The development is transit supportive, will benefit from existing and planned infrastructure and will provide services to the surrounding community.

The applicant is proposing a floor space index (FSI) of 2.12 and building heights that generally range between 8 and 19 storeys. Although the FSI proposed is greater than the FSI of 1.5 that Primary Intensification Corridors are to be generally designed to achieve, the overall FSI for the corridor will be maintained at an FSI of less than 1.5, and therefore the proposed height/densities are acceptable.

The design and scale of the proposal is sensitive to the scale and character of the surrounding community. Issues related to traffic, access and parking have been addressed through revisions to the Traffic Impact and Parking Study and recommended conditions of approval.

The Gore Road Investments proposal is consistent with the Provincial Policy Statement and Growth Plan, as well as the City’s Strategic Plan.

The proposed Official Plan and Zoning By-law amendments are acceptable in principle. Specific restrictions and requirements will be included in the amendments to ensure that these lands are developed in a manner that is sensitive to the scale, design and character of the surrounding community.

The public meeting that was held March 5, 2012 was well attended with many residents speaking to the proposal. This report addresses concerns raised throughout the public consultation process, which include concerns related to traffic, school accommodation, environmental protection, crime and lack of amenities.

The proposed development represents good planning.

Corporate Implications:

Financial Implications:

There are no adverse financial implications to the City of Brampton, with respect to this application to amend the Official and Zoning By-law.

Other Implications:

There are no other corporate implications, with respect to this application to amend the Official and Zoning By-law.
Strategic Plan:

The recommendations noted in this report support the initiatives of the Strategic Plan in the form of Building Complete Communities, by:

- Creating a mixed use, walkable, transit accessible place that maximizes access to public transit where residents can live, work, shop and play;
- Providing a range of housing options for residents of all stages of life; and
- By preserving employment lands that are designated in the Official Plan.

Respectfully submitted:

Paul Aldunate, M.PL. MCIP RPP
Development Planner
Planning and Building Division

Paul Snape MCIP RPP
Director, Development Services
Planning and Building Division

Authored by: Paul Aldunate, Development Planner M.PL. MCIP RPP
APPENDICES

Appendix 1 - Official Plan (Schedule “A” General Land Use Designations) Extract

Appendix 2 - Secondary Plan Land Use Map

Appendix 3 - Existing Zoning Plan Extract

Appendix 4 - Existing Land Use Map

Appendix 5 - Summary of Statistics

Appendix 6 - First Floor Plan and Perspectives

Appendix 7 - Detailed Planning Analysis

Appendix 8 - Public Meeting

Appendix 9 - Results of Application Circulation

Appendix 10 - Correspondence Received
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

APPENDIX 1
OFFICIAL PLAN DESIGNATIONS
KLM PLANNING PARTNERS INC.
Gore Road Investments Limited
CITY FILE: C09E05.021
APPENDIX 4
AERIAL & EXISTING LAND USE
KLM PLANNING PARTNERS INC.
Gore Road Investments Limited

CITY FILE: C09E05.021
## SUMMARY OF STATISTICS

City File Number: C09E05.021

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Provincial Policy Statement
The Gore Road Investments proposal is consistent with matters of provincial interest as identified in the Provincial Policy Statement. Specifically the proposal is consistent with Section 1.1.3.3, which requires planning authorities to identify and promote opportunities for intensification and redevelopment where this can be accommodated by taking into account existing building stock of areas, the availability of suitable existing planned infrastructure and public service facilities. The Gore Road Investments proposal is also consistent with Section 1.6.7.4, which requires land use patterns, density and mix of uses to be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Official Plan
The subject lands are designated “Business Corridor” and “Special Land Use Policy Area 14” according to Schedule ‘A’ – General Land Use Designations of the Official Plan.

As part of the 2006 Official Plan Review, the Gore Road Investments lands were designated as “Business Corridor” along with several other employment designated lands on the east side of the City. This designation permits a broad range of employment-related uses including industrial and commercial uses that require the exposure offered by such locations. Uses typically found in the “Business Corridor” include prestige industrial, office, mixed commercial/industrial, and highway commercial, service commercial and business. “Business Corridor” designations within or at the edge of large residential designation areas may be permitted to accommodate integrated or mixed commercial and residential uses such as the Gore Road Investments proposal, if determined to be appropriate and so indicated in the relevant Secondary Plan.

However, during the 2006 Official Plan review process, the “Business Corridor” designation was appealed to the Ontario Municipal Board (OMB) and subsequently deferred pending a comprehensive review of the “Business Corridor” designated lands. This comprehensive review was dealt with through the City’s Growth Management conformity exercise.

Through the comprehensive review City staff found that the Growth Plan conversion requirements can be satisfied by the proposed development. The residential uses integral to a mixed-use development as proposed would not compromise the ability of the site to accommodate employment uses permitted in the “Business Corridor” designation. The proposed development will not affect the overall viability of this employment area, as a significant share of the development will be for employment uses, and therefore not compromise the long-term requirement of the lands for employment uses.

In March of 2013, the Ontario Municipal Board accepted these conclusions and specifically endorsed that this site be designated “Business Corridor” and “Special Land Use Policy Area 14” in the City’s Official Plan in order to ensure that a minimum amount
of employment is provided as part of the development of this site. The specific policy that relates to “Special Land Use Policy Area 14” is as follows:

4.13.3.7.1

The property located at the north-east corner of Queen Street and McVean Drive designated “Business Corridor” may be permitted to include a residential use as part of a mixed-use development, as the requirements of the employment land conversion policies have been satisfied. An application to amend the Official Plan is required as part of the full consideration of such a mixed-use development. Consideration of such application shall include the requirement to provide at least the amount of employment on the property as would otherwise be achieved.”

The existing Bram East Secondary Plan and zoning provisions for the subject lands permits a range of employment and retail uses that if developed in accordance with those policies for ground related employment and retail buildings, would deliver a GFA of about 14,800 m² (160,000 ft²) of retail uses, which is limited given the amount of surface parking that would be required. Conversely, the Gore Road Investment shows potential for almost 30,000 m² of retail, commercial, office and hotel GFA on the subject lands.

To ensure that the employment uses are maintained as required by the OMB decision, the amendment to the Secondary Plan will include a minimum amount of employment GFA to be achieved, being approximately 17,000 m² (182,986 ft²).

Primary Intensification Corridor:
In July 2010, Brampton City Council adopted an amendment to the 2006 Official Plan to conform to the Provincial Growth Plan. The amendment was partly approved in July 2013. The Official Plan, as amended by the Growth Plan Official Plan Amendment, speaks to City structure, massing and density targets and/or limitations for sections of the City. Brampton’s City structure is the fundamental basis for building a compact and transit-supportive city where growth will be concentrated within its Urban Growth Centre, along intensification Corridors and around Mobility Hubs and Major Transit Area.

The Gore Road Investment proposal is located within a Primary Intensification Corridor. Intensification Corridors are one of the key intensification areas planned to accommodate significant growth through higher residential and employment densities, supporting higher order transit service. Intensification corridors are intended to accommodate a mix of residential, office, institutional and commercial development, to support the transit focus.

Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. The Growth Plan Official Plan Amendment states that development within Primary Intensification Corridors shall generally be designed to achieve an FSI of 1.5 over the entire corridor within buildings 2-10 storeys in height.

The Growth Plan Official Plan Amendment outlines the role of intensification areas as being able to:
• Accommodate a significant portion of population and employment growth;
• Provide a diverse and compatible mix of land-uses, including residential and employment uses;
• Provided high quality public open spaces;
• Support transit, walking and cycling for everyday activities;
• Develop in a compact form that will efficiently use lands resources, optimize the use of existing and new infrastructure and services;
• Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
• Achieve an appropriate transition of built form to adjacent areas.

The Gore Road Investments proposal is consistent with the expectations of intensification areas and lines up well with the Growth Plan Official Plan Amendment. It will take advantage of a site that is highly visible and serve as a gateway and is transit supportive. The development will take advantage of existing and planned infrastructure and will also provide services that the surrounding community can take advantage of.

The applicant is proposing a Floor Space Index (FSI) of 2.12 and is proposing two buildings in excess of 10 storey’s (14 and 19). The increased FSI for the proposal will not result in an FSI greater than 1.5 for the entire Primary Intensification Corridor. The proposed height and densities area acceptable. No amendment to the Official Plan is required to facilitate this development proposal.

Secondary Plan
The Secondary Plan designates the lands as “Special Policy Area 11 (Mixed Commercial/Industrial)”, and “Stormwater Management Facility”. According to the Special Policy Area 11 (Mixed Commercial/Industrial) designation, permitted uses include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, and prestige industrial. The Special Policy Area 11 policies identify that additional uses such as hotel, supermarket, office and retail related uses are permitted on the site and that individual developments are permitted at a maximum Floor Space Index (FSI) of 0.5. It also requires that the northeast corner of Queen Street East and McVean Drive have a minimum height of at least 4 storeys. An amendment to the Secondary Plan is required in order to permit residential uses.

As part of the Growth Plan Conformity exercise it is the intent to update Secondary Plans to reflect the Growth Plan Official Plan Amendment. The proposed Official Plan amendment will bring this particular site in conformity with the overall Growth Plan Amendment by introducing policies that will increase the density permissions associated with the property to a maximum FSI of 2.12. With respect to the other land-use permission and restrictions, the amendment will also require a minimum amount of GFA to be achieved on the site (17,000 m² / 182,986 ft²) in the form of retail, commercial, office and hotel uses. This requirement is to ensure that the amount of employment generating uses that will be established on the property will be at least the amount of employment that would have otherwise been achieved according to the current Secondary Plan policies.
Zoning:
The subject application is zoned “Industrial Four – Section 1488 (M4-1488)” and “Office Commercial – Section 1487 (OC-1487)”. In addition to the industrial uses permitted in this zone, a number of non-industrial uses are also permitted including permissions for office uses, a retail establishment and a supermarket. In order to permit the additional residential uses and the type of community envisioned for the subject lands, an amendment to the Zoning By-law is required.

Through the Zoning By-law amendment, staff will include appropriate restrictions on setbacks, height, density and parking and will include requirements for the delivery of 17,000 m² (182,986 ft²) of employment uses and a 900 m² (9,688 ft²) supermarket. In this regard, a portion the residential units will be subject to a Holding (H) provision until the major employment uses and the supermarket is constructed. Residential Buildings D and E will be subject to a Holding (H) provision until Buildings A (Hotel) and B (Office) are constructed, and the supermarket is constructed in conjunction with Building J at the southeast corner of Cherrycrest Drive and Queen Street East.

In addition, a Holding (H) provision is recommended to deal with temporary servicing constraints indicated by the Region of Peel with respect to the existing municipal water system. According to the Region this proposal will require a 600mm diameter watermain to be constructed on Queen Street East from Humberwest Parkway to McVean Drive. This project is currently estimated for the year 2022. Prior to enactment of the Zoning By-law the FSR will need to be revised to the satisfaction of the Region of Peel in order to understand the amount of development that can be constructed based on the current capacity. A Holding (H) provision will be applied to any portion of the development that will need to wait until the existing municipal water system is upgraded.

Urban Design
The applicant submitted an Urban Design Brief, prepared by KLM Planning Partners Inc. and Kirkor Architects & Planners in support of the subject application. The primary focus of the urban design brief is to demonstrate that the proposed development meets the design objectives for residential/mixed-use development within this community. The Design Brief expresses the vision of the Gore Road Investment proposal, which is to “create a unique mixed-use development that will become a landmark and a benchmark for integrated site planning and high-quality architectural and landscape design”. It sets out the design principles that will be used to achieve this vision, which includes:

- Creating a pedestrian and transit supportive community;
- Incorporating sustainable, low impact development initiatives;
- Providing compatible development by placing buildings of graduated heights that are sensitive to the adjacent development and the host neighborhood; and
- Taking advantage of this visually prominent site and the views offered along the Queen Street East corridor and Claireville Conservation Area.

The concept plan shows a centrally located, accessible and open space feature on this site that is meant to provide for passive recreational and social function in the community. In addition to the restaurant and retail uses on the site, the central open space area will be accessible to the general public who live outside the development. No credit for park
land dedication will be provided in association with the proposed central open space feature.

The built form is comprised as a group of mixed-use buildings with different massing and functions, which line the outside edges of the property, forming street edges, and creating an internal landscape courtyard. The corner of Queen Street East and McVean Drive, and the corner of Queen Street East and Cherrycrest Drive will be the most visually prominent locations on the site. The conceptual site plan locates buildings at these corners that are distinct in height, massing and form.

The height and massing of the buildings proposed along Queen Street East are appropriate considering the scale and function of the arterial roadway. The 14 and 19 storey buildings, which are the tallest buildings proposed, are located along Queen Street East, away from the existing residential neighbourhood to the north. The 14 storey ‘curved’ hotel and 8 storey ‘curved’ office buildings anchor the west corner of the property and create the focus and visual terminus to Queen Street East.

The 8 storey buildings along Ebenezer Road provide for an appropriate transition to the residential neighbourhood to the north of the stormwater management pond. Similarly the two storey “garden” townhouses form part of the buildings base and provide an appropriately scaled interface to the existing residential built form.

Staff have reviewed the Urban Design Brief and find the document to be thorough and substantially complete and are in support of the proposed design and the applicants vision for this site. This report recommends that the final changes to the Urban Design Brief be approved prior to enactment of the Zoning By-law.

Transportation/Traffic
Cole Engineering Group Ltd. was retained by the applicant to undertake a Traffic Impact and Parking Study in support of this application. Based on the site plan, the proposed development will have four access points; one full movement on Ebenezer Road, two full movements on the future Cherrycrest Drive and one right-in right-out movement on Queen Street East.

The issues analyzed through the traffic and parking study include:

- The existing traffic volumes and determination of background growth within the study area;
- The future traffic volumes based on 5 year (2018) and 10 year (2023) traffic horizons. The horizon years correspond to the full build-out of the development proposal;
- Forecast traffic associated with the proposed development;
- Identification of capacity requirements and/or and signalization requirements;
- Comments on adequacy and functionality of the proposed site accesses.

The TIS concludes that the site traffic volumes generated will have minimal impact to the study area intersections, including:

- Queen Street East and McVean Drive,
- Ebenezer Road and McVean Drive,
- Ebenezer Road and Don Minaker;
- Queen Street East and Cherrycrest; and
- The four proposed access points that will service the site.

According to the TIS, in addition to the future 2018 total traffic condition, all signalized intersections are expected to function with acceptable levels of servicing during the peak hour period with no individual movements exceeding capacity. Similar to future 2023 background traffic conditions, signalized intersections under future 2023 total traffic conditions are expected to operate with acceptable levels of service overall.

The Traffic Impact and Parking Study were reviewed by the City’s Transportation Planning section and the Region of Peel and found to be substantially complete subject to final revisions to be made prior to adoption of the Official Plan amendment and the enactment of the Zoning By-law amendment. This report recommends that the TIS be approved prior to the adoption of the Official Plan amendment and the enactment of the Zoning By-law.

Parking:
The applicant is proposing 2,085 parking spaces for the site. According to the City’s standard zoning by-law parking requirements, 2,343 parking spaces are required based on the individual uses proposed, resulting in a shortfall of 258 parking spaces, an 11% deficiency. According to the Traffic Impact and Parking Study, the amount of parking proposed is satisfactory.

In justifying the proposed parking reduction, the Traffic Impact and Parking Study identifies that a “shared parking model” would be appropriate to apply to the site, due to the variety of land uses proposed. This model recognizes that the peak period for each use varies, resulting in different parking requirements based on the time of day. The City of Brampton has a recognized “shared parking model”, but it only applies to the central area according to the zoning by-law. The applicant’s consultant, Cole Engineering has reviewed similar “shared parking models” used in other nearby municipalities that are not applied specifically to their downtowns (i.e. Vaughan, Mississauga and Toronto). Given the variation in peak periods between the proposed uses and the fact that this development is located along a Brampton Rapid Transit corridor, an 11% deficiency in parking is generally considered to be reasonable, but will require final verification from the City’s Transportation Planning section prior to enactment of the zoning by-law.

Transit:
Brampton Transit has reviewed the subject application and has indicated their support given the potential increase in transit ridership. Brampton Transit currently operates the following services around this site:

- ZUM 501 on Queen Street East;
- ROUTE 1 – Queen on Queen Street East, McVean Drive and Ebenezer Road; and
- Route 31 – McVean on Queen Street East, McVean Drive and Ebenezer Road.

Brampton transit will require improvements to be addressed by the developer based on the anticipated transit trip generation, which will include the provision of a bus landing and shelter pads. The developer will also be responsible for the costs of bus stop shelters to
be installed at locations on Ebenezer Road, McVean Drive and Queen Street East. The location of the bus landings and shelter pads will be determined during the detailed site plan stage of development.

Given the scope of the development, the applicant will also be required to provide upgraded transit amenities that exceed the typical on-street standard, to better encourage transit ridership, and provide designs that are more in keeping with any enhanced streetscoping envisioned for the development. These may include enhanced shelter designs, benches, and customer information systems. The details can be worked out at formal site plan approval stage, but are anticipated to include at least 2 or 3 enhanced shelters, and a number of benches, located at the bus stops. Arrangements for these improvements will be made through the development agreement.

Servicing
In support of the application, a Functional Servicing Report (FSR), prepared by Candevcon Limited, dated July 12, 2001 was submitted. The purpose of the FSR is to address the sanitary, stormwater management and water servicing elements of the proposed development. The FSR evaluated the site servicing requirements for the proposed development against the design standards of the City of Brampton and the recommendations of the Stormwater Management Study that was completed for the underlying plan of subdivision (21T-03011B). This report was reviewed by the City's Engineering and Development Services section and was found to be satisfactory as it relates to storm drainage and stormwater management.

The Region of Peel has also reviewed the FSR and has noted that the existing municipal water system is currently insufficient to service the entire proposal. Although there are existing water services in proximity of the proposal, which can service a portion of the development, both the Region and the applicant recognize that upgrades to the municipal water system are required. The Region has indicated that a 600mm diameter watermain will need to be constructed on Queen Street East from Humberwest Parkway to McVean Drive. This project is currently estimated for the year 2022. The details of how much gross floor area can proceed, prior to the construction of the new watermain, will be determined prior to enactment of the zoning by-law through the finalization of the Functional Servicing Report. On this basis the Region of Peel does not object to a Recommendation Report moving forward at this time.

The development will be phased in accordance with the availability of water. Staff will apply Holding (H) provisions on portions of the proposal that will not be lifted until the appropriate municipal water system upgrades are made to the satisfaction of the Region of Peel, based on the findings of the Functional Servicing Report.

There is a 250 mm sanitary sewer located on Cherrycrest Drive, as well as a 750 mm and a 1350 mm sanitary sewer on Ebenezer Road. Regional staff request that the FSR be revised to show a sanitary sewer connection to the 750 mm sanitary sewer or 1350 mm sanitary sewer. The 250mm diameter sanitary sewer does not have sufficient capacity to service this proposal. The Region has no objections to the proposal draining to the 750mm diameter or 1350mm diameter sanitary sewer.
Environmental Issues

Although there are no natural features located on the subject lands, the Toronto and Region Conservation Authority (TRCA) was circulated the application and associated FSR given the subject lands proximity to the Claireville Conservation Area, which is a prominent natural feature on the east side of Brampton (also owned by the TRCA). The TRCA’s concern with sites such as this one is to limit the runoff volumes to the receiving watercourse in the event of a major storm event. The TRCA has requested that the FSR be revised prior to site plan approval, to incorporate the TRCA’s water balance targets using appropriate low impact development (LID) techniques as per TRCA’s LID Guidelines. On this basis TRCA staff no objection to the above noted application (see Appendix 9 for TRCA’s comments).

Schools:
The subject application has been circulated to the Peel District School Board (PDSB) and the Dufferin Peel Catholic District School Board (DPCDSB) for their review and comment. The PDSB anticipates a potential yield of approximately:

- 113 Junior Kindergarten to Grade 5 students,
- 49 Grade 6 to Grade 8 students; and
- 28 Grade 9 to Grade 12 students

The DPCDSB anticipates a potential yield of approximately:

- 27 Junior Kindergarten to Grade 8 students; and
- 10 Grade 9 to Grade 12 students

Both school boards have not objected to the proposed development and have provided conditions of approval in this regard. The Developer will be required to advise future residents through purchase and sale agreements and signage that students from this development may be accommodated in other schools outside the area.

Emergency Services:
The subject site will be serviced by fire station 213, which is located at 4075 Ebenezer Road. The fire station is located approximately 200 metres east of the subject site.
Members Present:
Regional Councillor P. Palleschi – Wards 2 and 6 (Chair)
City Councillor V. Dhillon – Wards 9 and 10 (Vice-Chair)
Regional Councillor E. Moore – Wards 1 and 5
Regional Councillor J. Sanderson – Wards 3 and 4
Regional Councillor G. Miles – Wards 7 and 8
Regional Councillor S. Hames – Wards 7 and 8
Regional Councillor J. Sprovieri – Wards 9 and 10
City Councillor G. Gibson – Wards 1 and 5
City Councillor J. Hutton – Wards 2 and 6

Members Absent:
City Councillor B. Callahan – Wards 3 and 4 (vacation)

Staff Present: Planning, Design and Development Department
D. Kraszewski, Director, Planning and Land Development Services
H. Zbogar, Acting Director, Planning Policy and Growth Management
F. Mazzotta, Engineering, Development Approvals
K. Ash, Manager, Development Services
D. Waters, Manager, Land Use Policy
P. Aldunate, Development Services
N. D’Sousa, Policy Planner

Corporate Services Department
S. Navascues, Legal Counsel
E. Evans, Deputy Clerk
C. Urquhart, Legislative Coordinator
S. Pacheco, Legislative Coordinator

Results of the Public Meetings:
A special meeting of the Planning Design and Development Committee was held on March 5th 2012 in the Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 900 metres of the subject lands in accordance with the Planning Act and City Council procedures. Many people were in attendance at the public meeting and the following fifteen area residents made representation:

1. Ken Greason, Vintonridge Drive, Brampton
2. Jocelyn Balthazaar, Riverstone Drive, Brampton
3. Shilpa Aurora, Vintonridge Drive, Brampton
4. David Sykes, Crystalview Crescent, Brampton
5. Tania Kummer, Crystalview Crescent, Brampton
6. Mahzulfah Uppal, Janetville Street, Brampton
7. Vick Randhawa, Vespahills Crescent, Brampton
8. Bledar Zoto, Ballyshire Drive, Brampton
9. Kyle Robinson, Imperial Lakes Drive, Brampton
10. Steve Moniz, Hampton Springs, Brampton
11. Tom Petrucelli, Don Minaker Drive, Brampton
12. Manjit Chima, Midsummer Drive, Brampton
13. Sharon Senior, Palmvalley Drive, Brampton
14. Asha Bali, Vespahills Crescent, Brampton
15. Fabio Baldassarra, Imperial Lakes Drive, Brampton
16. Lou Massi, 4 Evergreen Avenue, Brampton

A petition against the development with approximately 326 signatures was also submitted to the City. One letter of correspondence was submitted to the City by Fabio Baldassarra and Kyle Robinson and is attached in Appendix 10.

In addition to the statutory meeting, there were three meetings organized to gain input from residents in the area. Prior to the applicant submitting their application, the applicant and their consulting team organized an open house to gain input from the surrounding neighbourhood. The meeting was held on Tuesday, December 13, 2011 at the Riverstone Golf and Country Club. Approximately 1100 notices were mailed out by the applicant. Approximately 60-65 residents attended.

Following the statutory public meeting, at the request of the area councillors, two separate meetings were held with a smaller group of residents to discuss the development proposal with staff and the applicant's consultant team on a more informal basis. These meetings were held on October 9, 2013, March 4, 2013 and February 24, 2014. Staff are recommending approval of the proposal that was presented to area residents on March 4, 2013 and February 24, 2014, which included revisions to accommodate the concerns from area residents and staff. One of several changes made to the proposal includes a reduction to the size of the proposal from 1,024 to 753 residential units.

Below is a summary of the concerns that were raised by the public during the development review process followed by staff's response to each of these issues:

**Compatibility**
Several residents were concerned with the overall size of the development and its compatibility with the surrounding community, which is characterized by low density residential uses.

*Staff Response:*
In order to address these concerns, the applicant reduced the size of the development from 1,024 residential units to 753. In addition the tower portions of Building K and M were removed, while maintaining the 8 storey podiums. Building J, located closest to the corner of Cherrycrest Drive and Queen Street East was reduced from 20 storeys to 19 storeys. The architect has also changed the architectural style of the buildings by further refining and enhancing the proposal in a more conventional residential style with increased usage of masonry (brick and cultured stone).

Staff note that the majority of the development does not directly abut residential uses. The 14 storey and 19 storey buildings, which are the tallest buildings proposed, are proposed to be located along Queen Street East, away from the existing residential neighbourhood. The 8 storey buildings along Ebenezer Road provide for an appropriate transition to the residential neighbourhood to the north of the stormwater management pond. Similarly the two storey townhouses form part of the podium and provide an appropriately scaled interface to the existing residential built form.

Traffic Congestion
Residents expressed concerns with the current traffic situation and the congestion that they expect to be exacerbated in the area of Queen Street East and McVean Drive by this development. Residents advised that there are often accidents at the intersection of Queen Street East and McVean Drive. They expressed concern for the future residents of the site and the traffic challenges everyone in the area will endure entering and exiting the site.

Staff Response:
The impact of this development on traffic is addressed in the Detailed Analysis section (Appendix 6). In summary, according to the City’s Transportation Planning section, the Traffic Impact and Parking Study, prepared by Cole Engineering was able to demonstrate that the traffic generated by the proposed development will have minimal impact to the intersections in proximity to this site. The Traffic Impact and Parking Study indicates that the signalized intersections of Queen Street East and McVean Drive; and at Ebenezer Road and McVean Drive will continue to operate at overall acceptable levels of service during both the morning and afternoon peak hours. In addition, the new access points will operate at an acceptable level of service.

Lack of Amenities
Residents feel the area is lacking in amenities, such as medical offices and restaurants, supermarkets and daycare.

Staff Response:
The subject proposal is providing the opportunity for retail, office and commercial uses. Medical offices, restaurants, a variety of retail uses and a daycare can be accommodated by this development and will be included as permitted uses within the zoning by-law.

Given the residents desire for a food store, the applicant revised the concept plan to accommodate a 900 m² (9,688 ft²) food store at the bottom of Building J, by reducing
the covered parking in order to create a larger anchor retail store and removing the live/work units that were previously shown at the bottom of Building J. To ensure that this development will maintain opportunities for office, commercial, retail and hotel uses, the Official Plan amendment will include language that will require a minimum gross floor area 17,000 m² (182,986 ft²) of office, commercial, retail and hotel uses. In addition, staff are recommending the use of a Holding (H) provision within the zoning by-law to ensure that the major employment uses of the proposal are constructed prior to the completion of the residential uses. This Holding (H) provision will apply to Buildings D and E.

Recreational Facilities
Several area residents expressed dissatisfaction with the amount of recreation facilities that are available through the Riverstone Community Golf Club. The residents wanted access to swimming and tennis on those lands.

Staff Response:
Recreation facilities provided by the developer as part of the Riverstone Community Golf Club are privately owned and run. Although there are a number of recreational uses permitted in association with the golf club, the City can't mandate the owner to keep the swimming pool open or to build the tennis court. The City's current zoning for the site (RC-1951) permits the owner to run a variety of recreation uses on the lands where the Riverstone Community Golf Club and the associated parking is located, but the City cannot require these facilities to be built, if the owner determines these uses not to be economically feasible.

The subject development will offer recreation activities to the residents who choose to live in that community, thereby limiting the amount of people who may choose to use other neighbourhood parks nearby. In addition, Claireville Conservation Area offers one of the largest passive recreational areas in the City.

The proposed central park square that is to be lined with restaurants and patios will be open to residents outside of this community.

Environmental Concerns
Residents have express concern with area wildlife and the surrounding natural environment, considering the proximity of this development to the Claireville Conservation Area.

Staff Response:
The Toronto and Region Conservation Authority (TRCA) reviewed the application and the Functional Servicing Report submitted in support of the application. The TRCA offered no objection to the application, subject to the applicant updating the Functional Servicing Report prior to site plan approvals, to incorporate the TRCA's water balance targets using appropriate low impact development (LID) techniques as per TRCA's LID Guidelines. The TRCA are the owners of Claireville Conservation Area and did not express any direct concerns with this development or its potential impact on the Conservation Area.
School Overcrowding:
Residents expressed concerns with overcrowding at existing schools and identified that additional students generated from this application will potentially worsen the situation.

Staff Response:
The Dufferin-Peel Catholic District School Board and the Peel District School Board were circulated the application. Both school boards have not objected to the application, but do request that as a condition of approval that the owner post information signs at all major entrances to the proposed development and include warnings within individual purchase and sale agreements advising that students may be accommodated elsewhere on a temporary basis until suitable permanent places are available.

Crime and Safety
Residents expressed concerns regarding the potential for increased crime as a result of this development. There were concerns expressed regarding the safety of existing residents, and the potential for criminal activities when too many people are housed in a small area.

Staff Response:
There is no indication that the crime rate would increase because of this development proposal. A comprehensive Crime Prevention Through Environmental Design (CPTED) Manual has been created by Peel Regional Police in partnership with the Region and Area Municipalities. This document contains specific chapters on High-Rise Residential Developments and Parking Garages. Through the processing of a site plan application, the concept will be reviewed from the CPTED perspective and the principles set out in the CPTED Manual will be applied.

Construction Activity
Residents have expressed concern over the potential long term construction activity associated with this development on their neighbourhood.

Staff Response
Although it is difficult to estimate the timing for how much and when the market will absorb this amount of development, the applicant has indicated a build out horizon of 10 years.

The applicant will have to adhere to standard practices in terms of hours of work and control of dust, mud-tracking and noise. They are prohibited from operating construction equipment before 7:00am and after 11:00pm. The owner is obligated to keep the public sidewalks and streets clean from construction (e.g. mud). If there is a problem that has not been rectified and the City is notified, the City provides a warning to the developer, asking that the situation be rectified within 24 hrs. If the work is not completed the City has the option to clean up the area itself and charge the costs back.
GROWTH MANAGEMENT PROGRAM

Development Proposal Comments

File No: C09E05.021  Date: August 6, 2013

Plan of Subdivision/Condominium:

Applicant: KLM Planning Partners Inc. - GORE ROAD INVESTMENTS LTD
Development Planner: Aldunate, Paul - (905) 874-2435
Location: Northeast corner of Queen Street East and McVean Drive
SPA: 41 Bram East
Proposal: Application to Amend the Official Plan and Zoning By-Law
Status: Received

Key Infrastructure provided by the Proposal:

Notes: These comments are based on the best information available to Growth Management staff at the time they were prepared.

- Items shown in **bold** require action and/or follow up with Growth Management staff.
- Other City Departments and/or external agencies should be contacted as appropriate regarding potential issues related to the provision of infrastructure.

**Background**

Comments on the original application were submitted in November 2011. The applicant has submitted an Updated Conceptual Development Plan, which reduces the number of residential units (from 1,024 to 753) and reduces the height of two of the residential towers proposed along Queen Street East (removing the tower component of Buildings K and M and making each 8 storey mid-rise buildings and reducing the height of the tower for Building J from 22 to 19 storeys). Building B (office) is also reduced in height, from 7 to 5 storeys. These revised comments also reflect changes made to the City's Growth Plan Official Plan Amendment since November 2011.

**Growth Plan Compliance – Revised Comments**

**City Structure**

In June 2010 Brampton City Council adopted an amendment to the 2006 Official Plan to conform to the Provincial Growth Plan (Growth Plan Official Plan Amendment, OPA 2006-43). This amendment has been partially approved by the Ontario Municipal Board.

**As was noted in my original comments, the Planning Justification Report submitted in support of the application must reference the City's Growth Plan Official Plan**
Amendment (in addition to referencing the Provincial Policy Statement, The Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, the Bram East Secondary Plan and the City’s Zoning By-Law) and give consideration to all relevant policies in it.

The Growth Plan Official Plan Amendment speaks to City Structure, massing and density targets and/or limitations for sections of the City. Brampton’s City Structure is the fundamental basis for building a compact and transit-supportive city where growth will be concentrated within its Urban Growth Centre, along Intensification Corridors, and around Mobility Hubs and Major Transit Station Areas. Intensification represents an essential component of the City’s growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.

The subject site is located on a Primary Intensification Corridor. Intensification Corridors are one of the City’s key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Intensification Corridors are intended to accommodate a mix of residential, office, institutional, employment and commercial development which supports the transit focus of these areas. Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. The Growth Plan Official Plan Amendment (Policy 3.2.5.2) states that development within Primary Intensification Corridors shall generally be designed to achieve an FSI of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height (addition of the “over the entire Intensification Corridor” wording to this policy was adopted by City Council in December 2012). I note that the Bram East Secondary Plan permits a maximum FSI of 0.5 for individual developments and requires that the northeast corner of Queen Street and McVean Drive feature a multiple storey building that will be four or more storeys in height. I further note that the City’s Secondary Plans have not yet been updated to reflect the Growth Plan Official Plan Amendment – until that occurs, in circumstances where there is an inconsistency between provisions in the Official Plan and a Secondary Plan, the Official Plan shall prevail.

Schedule 1 (City Concept) in the Growth Plan Official Plan Amendment shows a Major Transit Station Area at the intersection of Queen Street East and The Gore Road. Major Transit Station Areas are centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around existing or future higher order transit stations. The proposed development, with its concentration and mix of land uses, might better serve as the Major Transit Station Area for Bram East. If so designated, it could also serve as a ‘gateway’ to/from the eastern part of the City. The feasibility of the subject site being designated as a Major Transit Station Area and/or gateway would require further study and justification and would need to be considered in the context of plans for development further east along Queen Street (I note that this could be done as part of the ongoing review of the City’s Official Plan). Further discussion with Brampton Transit about this is encouraged. The Growth Plan Official Plan Amendment (Section 3.2.3) notes that strong urban form and superior physical design are required to contribute to placemaking and to reinforce the landmark role and image of Major Transit Station Areas. The FSI and heights generally permitted in Major Transit Station Areas are similar to those for Primary Intensification Corridors (FSI of 1.5 within buildings of 3-10 storeys in height).

The building heights and FSI in the revised proposal are closer to, but continue to exceed, the targeted heights and massing generally called for in areas within Primary
Intensification Corridors or around Major Transit Station Areas. I note that in the revised proposal fewer buildings exceed the targeted height of 10 storeys than in the original proposal – only Buildings A (hotel) at 14 storeys and Building J (residential) at 19 storeys exceed 10 storeys in height. The FSI, while down to 2.12 from 2.66, still exceeds the targets set out for Primary Intensification Corridors and Major Transit Station Areas. This latter point is mitigated somewhat, however, by the intention in Growth Plan Official Plan Amendment policies 3.2.5.2 and 3.2.3.1 that development within Primary Intensification Corridors or Major Transit Station Areas, respectively, shall generally be designed to achieve an FSI of 1.5 over the entire Intensification Corridor or Major Transit Station Area. This provides leeway for select sites to exceed an FSI of 1.5, provided that the Intensification Corridor or Major Transit Station Area as a whole does not exceed this FSI.

As was noted in my original comments, the proposed height and massing are more in line with the permissions for Anchor and Gateway Mobility Hubs, reserved for the key focal points for intensification in Brampton.

The Growth Plan Official Plan Amendment (Policy 3.2) outlines the role of intensification areas in the City:

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

The revised development proposal continues to match up well with these expectations of intensification areas. In addition, the revised mixed-use development proposal still conceptually lines up well with the Growth Plan Official Plan Amendment’s intentions for Intensification Corridors and Major Transit Station Areas. Further, the site’s location and high visibility, the ability to take advantage of existing and planned infrastructure and public facilities, the potential for the subject site to serve as a gateway, the potential for the site to be transit-supportive, and the potential to serve neighbouring developments continue to be conducive to a mixed-use, higher height/massing development. On these grounds, I stand by my original opinion that a higher height/massing development could be appropriate for subject site and would be in keeping with the City Structure policies in the Growth Plan Official Plan Amendment. Further consideration of the need for the proposed FSI and building heights, along with the City’s Urban Design and Special Projects Section’s assessment of the project, will determine the extent to which the FSI and buildings heights can exceed the permissions for a Primary Intensification Corridor.

The Growth Plan Official Plan Amendment (Policy 3.2.5.4) provides an opportunity to exceed the maximum height and/or density within the Secondary Plan or zoning by-law within primary intensification corridors, noting that this shall be considered subject to the provisions of Section 5.12 (Density Bonus). Section 5.12 authorizes, where appropriate, the selected implementation of density bonus provisions for increased heights and density of development otherwise permitted in the applicable zoning by-law for the purpose of securing amenities, features or infrastructure for public benefit. Policy 5.12.3 states that in considering
any application for height and density bonusing, the following facilities, services and other matters, among other items, may be exchanged for density bonusing provisions:

(i) Road network, traffic or transit improvements;
(ii) Superior architectural design;
(iii) Streetscape improvements and gateway enhancements;
(iv) Daycare facilities;
(v) Recreation and other community service or open space facilities;
(vi) Preservation of environmental features; and
(vii) Heritage conservation.

Items potentially of interest to the City in relation to the proposed development include, but are not necessarily limited to, utility relocation (e.g., burial of hydro lines), transit infrastructure, streetscape enhancements, and sustainability targets. Consideration of the use of density bonusing for the subject site will need to be examined as regards the facilities, services or other matters the City desires for this area.

The subject site is located outside of the Built Boundary (the limits of the developed urban area as defined by the Minister of Energy and Infrastructure in 2006, as shown on Schedule 1 in the Growth Plan Official Plan Amendment), and is therefore in the City of Brampton's Designated Greenfield Area. Development in Brampton's Designated Greenfield Area shall, per Regional Official Plan policy 5.5.4.2.2, be designed to meet or exceed a density of 51 residents and jobs combined per hectare by 2031. Development at the intensity proposed in the revised application would help the City contribute towards achieving this target.

Policy 3.2 in the Growth Plan Official Plan Amendment requires that development of greatest mass and highest densities achieve an appropriate transition of built form to adjacent areas. (Policy 4.10.3.4.7 provides more detailed requirements regarding the transition between land uses in mixed-use developments.) Even given the reduction in height of three buildings in the proposed development, further consideration should be given to the scale of the proposed development in relation to the existing community to the north and the transition between, and compatibility of, the two areas.

Complete Communities

The Growth Plan Official Plan Amendment states that new communities and communities within existing communities shall be planned to be Complete Communities (Section 3.2.7). Complete Communities meet peoples’ needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space. Convenient access to public transportation and options for safe, non-motorized travel is also provided. Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. The Planning Justification Report addresses some of the elements of Complete Communities in the context of the Growth Plan. Consideration still needs to be given to the issue of Complete Communities in the context of the Growth Plan Official Plan Amendment. (As noted above, the applicant must consider all relevant Growth Plan Official Plan Amendment policies.)
Employment Lands

The subject site is designated Business Corridor and Special Land Use Policy Area 14 on Schedule A of the City's Official Plan (the result of changes approved by the Ontario Municipal Board in March 2013). The Business Corridor designation permits a broad range of employment and employment-related uses and restricts the development of non-employment uses. (The Growth Plan for the Greater Golden Horseshoe directs municipalities to plan for, protect and preserve employment areas for current and future uses and directs that municipalities may permit the conversion of lands within employment areas to non-employment uses only through a municipal comprehensive review and subject to satisfying a series of criteria. This is mirrored in Policy 4.3.1.8 in the City's Growth Plan Official Plan Amendment.) As a result of the abovementioned OMB decision, however, Business Corridor on the property located at the north-east corner of Queen Street and McVean Drive may be permitted to include a residential use as part of a mixed-use development. This is reflected in Policy 4.13.3.4.1 of the Growth Plan Official Plan Amendment:

4.13.3.14.1 The property located at the north-east corner of Queen Street and McVean Drive designated "Business Corridor" may be permitted to include a residential use as part of a mixed-use development, as the requirements of the employment land conversion policies have been satisfied. An application to amend the Official Plan is required as part of the full consideration of such a mixed-use development. Consideration of such application shall include the requirement to provide at least the amount of employment on the property as would otherwise be achieved.

The Planning Justification Report prepared in support of the application notes that the combined Gross Floor Area for employment and commercial uses in the proposed development would be greater than the Gross Floor Area likely to be generated based on existing Secondary Plan and Zoning provisions. Be that as it may, it must be demonstrated that the amount of employment (number of jobs) resulting from the proposed application is at least the amount of employment that would otherwise be achieved on the subject site.

Land Use

The general vision for the Queen Street Corridor east of McVean Drive in the Growth Plan Official Plan Amendment, as confirmed by Council in June 2010, is for Business Corridor and Office use. The Bram East Secondary Plan envisions Special Policy Area 11, in which the subject site is located, as Mixed Commercial/Industrial land. Even given the reduction in residential uses, whether the scale and amount of residential and other non-employment uses impinges on the City's vision for the corridor still needs to be considered. The proposed development should respect these visions. Limiting the use of the podium bases in the proposed buildings to commercial, retail and live/work uses – as described in the Planning Justification Report – would, in my opinion, help the development put forth a street-level interface in keeping with the visions, encourage street-level activity and be better oriented to transit. This is especially important for Queen Street East.

The application proposes 7,265 square metres of office space on the subject site (down from 8,333 in the original proposal). The Bram East Secondary Plan permits office uses in Special Policy Area 11 (Policy 3.2.28). Office use on the subject site is also in keeping with the City's vision for office use within the Bram East employment lands. The Growth Plan Official Plan Amendment (Policy 4.3.3.2) encourages Office and Major Office land uses to locate along Intensification Corridors and at other intensification areas (where Major Office is defined as generally meaning freestanding office buildings of 10,000 square metres or greater or with 500
Policy 4.3.1.2(ii) in the Growth Plan Official Plan Amendment states that Major Offices may be permitted on lands designated Business Corridor which are suitably designated in the applicable Secondary Plan, provided that such lands are located within a Mobility Hub or Intensification Corridor. As the subject site is located along an Intensification Corridor, this proposal is, per Policy 4.3.1.2(ii), not subject to an amendment which must have regard to the potential impact on the Central Area.

Implementation

The Secondary Plan and Zoning By-Law amendments need to contain specific massing and land use requirements, including:

- Maximum FSI;
- Maximum number of residential units;
- Maximum amount of retail; and
- Minimum number of jobs (as envisioned in Growth Plan Official Plan Amendment Policy 4.13.3.14.1).

Action Required: YES

Comments by: ____________________________

Brian Lakeman
Growth Management Policy Planner
To: Paul Aldunate  
CC: Werner Kuemmling, Stephen Dykstra  
From: Peter Gabor, Urban Designer, Community Design, Parks Planning & Development Division  
Subject: Urban Design Brief, 3rd Submission  
Gore Road Investments Limited, Hwy #7 and McVean Drive  
File: C09E05.021  

2nd UD Comment

Paul,

Urban Design Staff has reviewed the revised drawings submission dated May 19, 2013 and the revised Urban Design Brief dated July 15, 2013 by KLM Planning Partners inc./Kirkor Architects & Planners, in regard to the above noted application, received July 23, 2013 and has the following comments:

1. Please include an approval stamp on the title page as follows:

APPROVED  
Development Services  
Planning, Design & Development  
P. Snape, Director  
Date

2. Please add the submission number of the UDB to the title page.

3. Please number all bullet points and label and number all figures, images and illustrations.

4. Please thoroughly review all spelling and grammar.

5. Staff is generally satisfied with the content of the design brief but requests the following additions/revisions:

6. Page 3, Section 1.3.1 Site Analysis – The site analysis shall include discussion on the existing hydro utility poles along the north side of Queen Street as are visible in image #3 on page 4. Subsequent sections of the UDB including sections: 2.3 and 2.4 should provide guidance for the burying of hydro utilities along the extent of the southern limits of the site to enhance the public streetscape and improve views of the buildings.
7. Page 9, Section 2.3 Pedestrian System – Please clarify that the preferred material for pedestrian walkways and cross walks are brick or stone pavers or coloured and stamped concrete. Clarify that asphalt crosswalks, painted lines, etc., shall not be permitted.

8. Page 9, Section 2.3 Pedestrian System – please include the integration to existing and planned transit facilities within the objective section and add or expand guidelines to achieve the appropriate pedestrian connectivity to transit.

9. Page 12, Section 2.5 Built Form – Please clarify that the maximum size of the residential point tower’s floor plate shall not exceed 750sm.

10. Pages 13, 14, 15, Sun shade analysis – provide a true north arrow on the page, oriented to the study vignettes provided.

11. Page 16, Section 3.1.2 Site Lighting – Expand the last bullet point to include accommodation for seasonal lighting along Queen Street.

12. Page 17, Section 3.1.4 Site Paving – same as above, please clarify that the preferred material for pedestrian walkways and cross walks are brick or stone pavers or coloured and stamped concrete, and that painted or stamped asphalt is not acceptable.

13. Please provide a 3D model of the proposal in Sketch-Up or Revit format.

14. Staff prefers that consideration be made to the built form of the point tower such that the 8 storey podium be pulled back from the south east corner so as to accentuate the proportion of the 19 storey tower by permitting a stronger vertical expression.

15. With regard to the accompanying drawings RZ-01 through RZ-18, staff understands that the buildings as described are conceptual and has no additional comment at this time but will provide detailed review and comment subsequent to site plan approval application submissions.

Regards,

Peter Gabor, B.Arch, OAA, MRAIC, LEED®AP
Urban Designer, Urban Design and Special Projects
Community Design, Parks Planning & Development
Planning Design & Development
City of Brampton, ON
Tel.: 905-874-3669
Fax: 905-874-3819
Date: July 29, 2013

File: C09E05.021

To: Paul Aldunate

From: Ghaz Mohammad

Subject: Application to Amend the Official Plan & Zoning By-Law KLM Planning Partners Inc.-Gore Road Investments Ltd.

The subject Traffic Impact and Parking Study addendum by Cole Engineering, dated May, 2013 is submitted for our review and we broadly agree with the assumptions and findings of the traffic impact. However, the following discrepancies in the report need to be corrected.

2.1 Existing Road Network:

- Queen Street East: is a 6 lane east-west Arterial, not 4 lane.
- Figure 2-1: Existing lane configurations shown for NB at Queen Street E and the Gore Road is incorrect. There are dual lefts, one thru and one shared thru-right, no channelized right as shown.
- In the list of study area intersections on page 3, "signalized" is missing against Ebenezer Road and Don Minaker Drive/Cherrycrest Drive.

3.3 Future (2018) Background Traffic Analysis:

- Figure 3-2 should show trips in and out from Background Developments 1, 3 and 4 and should be added to numbers at respective intersections.

5.0 Future Total Traffic Conditions (2018):

(i) Correct lanes configuration in Figure 5-1 for SBLT at the intersection of McVean Drive and Queen Street East. This has been shown to have dual lefts in the 2018 background analysis.

(ii) The following two movements with LOS F need to be improved (optimization may be tried) to at least E.
- WB left at Queen Street East and McVean Drive in AM peak hr with F(0.95).
- EB left at Queen Street East and the Gore Road on Saturday peak hr with F(0.97).
6.2 Shared Parking for Mixed Use Development:

(i) City's shared parking matrix for mixed use developments is applicable only to central area and the area in question is not within that, therefore, will not be applicable

(ii) The applicant is required to undertake maximum parking utilization study at three proxy sites with similarities with respect to areas and uses located preferably in Brampton or in the GTA for a weekday and Saturday in support of the parking deficiency.

(iii) The parking report will have more detailed additional information (not limited to) as stated below for a proper review.

- Provide separately layouts of parking at and underground.
- Will there be any restrictions/separations in parking land use-wise and location-wise or will there be parking on the basis of anywhere any use?
- Will there be a designated separate parking for visitors to the residential and the retirement components, how many and where would these be located?
- Where will the customers of live-work units park? How much of parking (numbers) will be available to them and where with respect to those units?
- Will there be 100 % parking at ground for the restaurant customers? If not, then where the rest of the parking will be available for the customers?

Regards,

Ghaz Mohammad
Transportation Planning Technologist
Ph: (905) 874 2519
ghazanfar.mohammad@brampton.ca
Brampton Transit has reviewed the referenced Application to Amend the Official Plan and Zoning By-Law as presented to GMDRT and is supportive of this application with the following comments from a transit planning perspective:

Brampton Transit currently operates services **ZUM 501** on Queen Street, **ROUTE 1 – Queen** on Queen Street, McVean Drive and Ebenezer Road and **Route 31 – McVean** on Queen Street, McVean Drive and Ebenezer Road within the frontage of this application and will require transit improvements by the developers, based on the anticipated transit trip generation.

- The applicant will be required provide a bus landing and shelter pads and will also be responsible to provide the cost for a bus stop shelters to be installed at locations on Ebenezer Road, McVean Drive and Queen Street.

Location of the landing and shelter pad will be provided at the time when detail site plan are made available by the applicants.

We trust this information is satisfactory, should you have any questions in this regard please contact the undersigned.

**Tahar Singh**

Tahar Singh  
Planning Co-Ordinator  
Brampton Transit  
phone: (905) 874-2750 Xt 2397, fax: (905) 874-2799  
e-mail: tahar.singh@brampton.ca

Copy: Alex Milojevic  
Doug Rieger  
David Stowe
Memorandum

To: Paul Aldunate, Development Planning

From: Natasha D'Souza, Land Use Policy

Date: October 21, 2011

Subject: RE: C09E05.021 - KLM Planning Partners - Gore Rd Investments Inc. (to permit mixed use node) (Ward 10 4.14ha – triangular parcel bound by Queen Street E, McVean Drive, Ebenezer Rd and Cherrycrest Dr. (Bram East Secondary Plan Area)

Comments on pre-consultation materials

Thank you for circulating pre-consultation materials. Below are comments from the Land Use Policy Section for your consideration.

Brampton Official Plan (2006)
In the 2006 OP, these lands are identified as “Business Corridor” however, this designation is deferred and remains under appeal at the Ontario Municipal Board. As indicated in Section 4.3.1.4 of the OP, residential uses may be permitted in Business Corridor designations. As such, no Official Plan Amendment is required.

Bram East Secondary Plan
In the Bram East Secondary Plan, these lands are identified as Special Policy Area (Mixed Commercial/Industrial). Section 3.2.11 includes additional permissions for a hotel, supermarket, office and retail uses. Residential uses are not permitted. An Official Plan Amendment to the Bram East Secondary Plan is necessary in order to permit residential uses and density/heights targets.

Growth Plan Amendment (OP2006-043)
In accordance with section 4.14.3.7.1 of the City’s Growth Plan Amendment (OP2006-043), residential uses for the subject lands can be included as part of a mixed use development, notwithstanding the Business Corridor designation, as determined by a municipal comprehensive review. As part of the private Official Plan Amendment, the Applicant is required to identify the amount of employment on the
property as would otherwise be achieved notwithstanding additional residential uses. Additionally, Section 4.3.1.4 of the OP directs that Business Corridor designations within, or at the edge of, large residential areas may accommodate integrated or mixed commercial and residential areas.

We are of the view that additional density for the subject lands is appropriate given the proximity to the primary intensification corridor. However, the proposed FSI of 3.0 exceeds the coverage currently permitted by Section 3.2.5.2 (OP2006-043). The primary intensification corridors typically accommodate higher density mixed use development with a planned FSI of 1.5 (based on Section 3.2.5.2 of OP2006-043). Provided that the City structure is not compromised, the private Official Plan Amendment can propose a residential density greater than currently permitted.

Given the current context, the addition of residential uses is appropriate as part of the proposed mixed use development. However, the proposed FSI of 3.0, with 20 storey point towers along Queen Street should be reviewed to determine appropriate residential heights, given the low density residential character to the north and the Claireville Conservation Area lands to the south and west.

Please contact me should you wish to discuss further.

Natasha
We are pleased to advise that the above noted Functional Servicing Report is acceptable. Therefore, it is approved by our Development Engineering Services Division.

Also, please inform the consultant to sign the report and provide us with an electronic copy of the report in “CD” format.

Regards,

[Signature]

Farhad Aziz, P. Eng.
Environmental Engineer – Water Resources
Tel: (905) 874-2530 Fax. (905) 874-3369
farhad.aziz@brampton.ca

FA/pm

c.c. Hamid Hatami
Candevcon Limited
December 8, 2011

BY FAX AND MAIL: (905) 794-0611

Mr. Rudy Santos  
Candevcon Limited  
9358 Goreway Drive  
Brampton, ON  
L6P 0M7

Dear Mr. Santos:

Re: Official Plan and Zoning By-law Amendment Application - C09E05.021  
Queen Street, McVean Drive & Cherrycrest Drive  
Bram East Secondary Plan  
City of Brampton  
Gore Road Investments (Agent: KLM Planning Partners Inc.)

Further to our previous correspondence (letter dated September 27, 2011), Toronto and Region Conservation Authority (TRCA) staff has reviewed the following documents and provides the following plans:


TRCA’s current strategy to address water balance for sites such as this one is to retain runoff from a 5 mm storm event on site to reduce runoff volumes to receiving watercourses. Please revise the FSS to incorporate TRCA’s water balance target and state that at the site plan level, appropriate low impact development (LID) techniques as per TRCA’s LID Guideline will be explored to achieve this target.

On this basis, TRCA staff have no objection to the above noted applications on the premise that the above noted target will be included in the FSS and LID measures will be explored at the detailed design stage (i.e., site plan application) to achieve TRCA water balance requirements.

I trust these comments are of assistance. Should you have any further questions or comments, please do not hesitate to contact the undersigned.

Yours truly,

Adam Miller  
Planner II  
Planning and Development  
Extension 5244

cc: Paul Aldunate, City of Brampton: (905) 874-2099  
Billy Tung, KLM Planning Partners Inc.: (905) 669-0097
February 3, 2014

Mr. Paul Aldunate
Planning, Design and Development Department
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

RE: Functional Servicing Report
KLM Planning Partners Inc. - Gore Road Investments Ltd.
Northeast corner of Queen Street East and McVean Drive
City of Brampton
City File: C09E05.021B
Region File: OZ-10-9E5.21B

Dear Mr. Aldunate,

Regional staff have reviewed the submitted Functional Servicing Report by Candevcon Ltd. dated July 12, 2011 and we offer the following:

Water:
Region staff recognize the existing municipal water system is inadequate to service the current proposal. This proposal will require a 600mm diameter watermain to be constructed on Queen Street East from Humberwest Parkway to McVean. This project is currently estimated for the year 2022 and this estimated time is subject to change. There are also additional works required that still need to be identified by the Region.

The revised FSR must include the required fire flows for the overall proposal.

Wastewater:
Currently, there is a 250 mm sanitary sewer located on Cherrycrest Drive, as well as a 750 mm and a 1350 mm sanitary sewer on Ebenezer Road.

Staff request a revised FSR that identifies connection to the 750 mm sanitary sewer or 1350 mm sanitary sewer. The 250mm diameter sanitary sewer does not have sufficient capacity to service this proposal. The Region has no objections to the proposal draining to the 750mm diameter or 1350mm diameter sanitary sewer.

A revised FSR shall reflect Region of Peel Design standards. The calculations shown in the above noted FSR provides that the proposal will yield 34.9L/s and using Region of Peel standards the flow would be 58.4L/s.

Region of Peel staff will require a FSR to be completed to the satisfaction of staff prior to the adoption of the Official Plan amendment, and the enactment of the amending zoning by-law. Region staff request the completion of a phasing plan for development for the purposes of confirming there is adequate water capacity to service to subject site. Staff request this to be a condition of the Rezoning agreement, and completed prior to Site Plan submission(s).

Public Works
10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca
Further, Region staff are of the understanding that the City may request a Hold be placed on a portion of the proposed development. Prior to the removal of the holding zone, Region staff request confirmation of capacity for these buildings.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4612, or by email at: ryan.vandenburg@peelregion.ca

Yours truly,

[Signature]

Ryan Vandenburg
Development Services
July 19, 2013

Mr. Paul Aldunate
Planning, Design and Development Department
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

RE:  KLM Planning Partners Inc. - Gore Road Investments Ltd.
Northeast corner of Queen Street East and McVean Drive
City of Brampton
City File: C09E05.021B
Region File: OZ-10-9E5.21B

Dear Mr. Aldunate,

Regional staff have reviewed the submitted addendum of traffic impact and parking study dated May 22nd, 2013, for the above noted development and we offer the following comments:

- **Section 2 Existing Road Network**
  - Page 2- Regional Road 107 (Queen Street East) is a six (6) lane east-west arterial road throughout the study limits, and should be noted as such in the study.

- **Section 3 Future Background Traffic Condition**
  - Please refer to previous traffic comments from Region of Peel dated Jan.18, 2012, as we remind the consultant that the Background Development #1 (Mixed Industrial/Commercial development, located to the southeast of Queen Street East and McVean Drive) shall be removed from any future submissions of this traffic impact study as it is not proceeding.
  - Please correct the location of Background Development # 3 in Figure 3-1. As describe in the study, this residential area is located near Seacliff Crescent at the southwest quadrant of Queen Street East and The Gore Road
  - The access Background Development #4 will only be supported as a right in/out access to Queen Street East and should be modelled as such in this study.
  - **Section 3 Horizon Year 2018/2023 Roadway Improvements**
  - Queen Street East and McVean Drive – A baseline traffic capacity analysis should be provided to support the requirement for a second southbound left-turn lane.
  - Capacity analysis of baseline conditions without roadway improvements is required to support the introduction of a new left turn phase and optimization of cycle lengths.

- **Section 4 Site Generated Traffic**
  - In Table 4.1, the number of Retail Area is not consistent with the noted 75,897 ft² as proposed in this study.
  - Please be advised that trip reduction shall **NOT** be applied in this study.

Public Works
10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca
Section 5 Future Total Traffic Condition
- Capacity analysis of baseline conditions without roadway improvements is required to support the introduction of new phases and optimization of cycle lengths.

Synchro
- Please be advised the capacity analysis via Synchro is required to be adhere to the Regional Guidelines. A copy of Region of Peel Guidelines for using Synchro Version 7 is attached for your information.
- A revised copy is required to address, but not limited to the listed issues:
  - All lost time adjustment values should be 0.0 seconds at all Regional intersections.
- Electronic Synchro files (CD-ROM or via e-mail) are to be submitted to the Region for review.

Sightline analysis
- Sight distance requirements at the proposed right in/out access to Queen Street East shall be determined based on the most current standards and guidelines used by the Region of Peel. Available sight distance should be taken from actual field measurements to ensure accurate conditions.
- Assess the sightlines based on the Region of Peel's standard practice, eye height and object height of 1.05 metres and 0.38 metres above road surface, respectively. The Region requires the access to meet the following sightline requirements:
  1. Stopping sight distance; and
  2. Turning sight distance.
- Sight distances must be in accordance with the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads methodology. Folded full size and to scale drawings of the sightline analysis are required for our review and comment.

Access Design
- A detailed full size functional layout of the proposed access to Queen Street East will be required for our review and comment indicating signage and pavement marking requirements.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4710, or by email at: christina.marzo@peelregion.ca

Yours truly,
Christina Marzo, MCIP, RPP
Planner
Development Services, Public Works
November 2, 2011

Mr. Paul Aldunate
Planning, Design and Development Department
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

RE: KLM Planning Partners Inc. - Gore Road Investments Ltd.
Northwest corner of Queen Street East and Cherrycrest Drive
City of Brampton
City File: C09E05.021B
Region File: OZ-11-10E5.18B

Dear Mr. Aldunate,

Regional staff have reviewed the above noted application and provide the following comments.

Municipal Services:

- An existing 300mm diameter watermain is located on Cherrycrest Drive and an existing 400mm diameter watermain is located on Ebenezer Road.

- An existing 250mm diameter sanitary sewer is located on Cherrycrest Drive. An existing 750mm diameter sanitary sewer and 1350mm diameter sanitary sewer are located on Ebenezer Road, however, connection to these pipes are not permitted due to their size and function.

- At the site plan stage, the applicant is advised that 4 sets of site servicing drawings are required for review by Development Services - Please include the 1st Submission Application fee of $150 as per fee by-law 7-2011 (all connections must conform to Regional standards and specifications and design criteria).

- We have received the Functional Servicing Report dated July 12th, 2011 and prepared by Candevcon Limited. We will need additional information as outlined below and an additional copy of the report.

- The applicant is advised that we require an additional copy of the Functional Servicing Report complete with a sanitary sewer design sheet (Peel Standard drawing 2-5-1) and fire flow demands, calculations and a hydrant flow test.

- Stormwater management will be reviewed with the site servicing application and a satisfactory report will be a condition of site servicing approval.

Waste Management:

- The subject property is not within the vicinity of a landfill.

Public Works
10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca
• For Buildings A, B, F, G, H: On-site waste collection will be required through a private waste hauler.

• For Buildings C, D, E, J, K, M: Buildings C, D, and E will each require a waste collection area comprised of a 6 metre wide by 4 metre long concrete pad. Buildings J, K and M will each require a waste collection area comprised of a 6 metre wide by 10 metre long concrete pad. Additionally, a minimum 18 metre straight head-on approach to each collection area will be required, which is to be the same width as the collection area. Refer to Appendix 4 of the Waste Collection Design Standards Manual for an illustration of these requirements. These changes are to be shown on a revised Plan.

• To facilitate adherence to the Region’s Waste Collection By-law, the developer will be required to ensure that the recycling collection program is as convenient to each resident in the development as the garbage collection program.

• Recycling is mandatory within all residential buildings, and waste collection services may be revoked by failing to comply. The following methods may be used:
  o 1) A single garbage chute with an automated mechanical separation system to divert garbage and recyclable materials into separate bins;
  o 2) Two separate chutes for garbage and recyclable materials.

• At the Site Plan stage the applicant will need to identify the system to be used in all waste storage rooms on Ground Floor Plans (or floor plan where the waste storage rooms are located) for the development. Although it appears that separate chutes will be used waste storage rooms were not evident on the Ground, P1, or P2 Floor Plans. The required number of front-end bins for garbage and recyclable materials are also to be shown on these drawings.

• Buildings C, D and E each comprised of 96 Condo and 6 Garden Units will each require 2, 3 cubic yard compacted front-end garbage bins and 3, 3 cubic yard non-compacted front-end recycling bins. At subsequent stages of development, the applicant is to confirm that Garden Units will have access to the chute rooms.

• Buildings J, K and M comprised of 242 Condo and 10 Live/Work Units, 225 Condo and 8 Live/Work Units and 225 Condo and 8 Live/Work Units respectively will each require 5, 3 cubic yard compacted front-end garbage bins and 6, 3 cubic yard non-compacted front-end recycling bins. At subsequent stages of development, the applicant is to confirm that the (residential portion of the) Live/Work Units will have access to the chute rooms.

• A private waste hauler will be required for the collection of waste from the retail/commercial portion of the Live/Work Units. Residential waste and commercial waste must be kept separate, and must be clearly identifiable. A retail waste storage area will need to be provided, which is to be shown on a revised floor plan drawings at the Site Plan stage.

• For more information, please consult the Waste Collection Design Standards Manual available at: http://www.peelregion.ca/pw/waste/reports/. For clarification of these requirements, please contact Tom McLenaghan, in the Waste Management Division at 905-791-7800, extension 4684.
Regional Road No. 8 (The Gore Road)

- The proposed right in / right out access to Regional Road 107 (Queen Street East) must comply with the Region of Peel's Controlled Access By-law 59-77, as amended for intersection spacing which states a minimum spacing of 130 metres.

- All costs associated with the design and construction of access and road works on Regional Road 107 (Queen Street East) within the Region's right-of-way are at the sole expense of the applicant.

At the site plan stage the following conditions apply:

- The Region will require the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 107 (Queen Street East) which has a right of way of 45 metres, 22.5 metres from the centreline of the road allowance. Additional property over and above the Official Plan requirement will be required within 245 metres of intersections to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters as per the below table: 50.5 metres for a single left turn lane intersection configuration and 54.0 metres for a dual left turn lane intersection configuration. The Region may require up to 58.5 metres accommodating dual left turn lanes in both directions in order to permit simultaneous left turning movements.

<table>
<thead>
<tr>
<th>R.O.W Designation</th>
<th>m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid Block</td>
<td>45</td>
</tr>
<tr>
<td>Single Left Turning Lane</td>
<td>50.5</td>
</tr>
<tr>
<td>Dual Left Turning Lanes (one direction)</td>
<td>54</td>
</tr>
<tr>
<td>Dual Left Turning Lanes (both directions)</td>
<td>58.5</td>
</tr>
</tbody>
</table>

- The Region will require the gratuitous dedication of lands to meet the Regional Official Plan requirement for Regional Road 107 (Queen Street East) which has a right of way of 45 metres, 22.5 metres from the centreline of the road allowance.

- The Region will require the gratuitous dedication of a 15 x 15 metres daylight triangle at the intersection of Regional Road 107 (Queen Street East) with Cherry Crest Drive.

- The Region will require the gratuitous dedication of a 0.3 metres reserve along the frontage of Regional Road 107 (Queen Street East) behind the property line and the daylight triangle expect at approved access location.

- The applicant is required to gratuitously dedicate this land to the Region, free and clear of all encumbrances. All costs associated with the transfer are the responsibility of the applicant. The applicant must provide the Region with the necessary title documents and reference plan(s) to confirm the Region's right-of-way.

- Reference plan(s) and transfer document(s) must be completed prior to granting final site plan approval.

The following will be required prior to commencement of road and access works within the Region's right of way:

- A detailed engineering submission will be required for our review and comment, designed, stamped and signed by a Licensed Ontario Professional Engineer. The engineering submission must include the REMOVALS, NEW CONSTRUCTION AND GRADING, TYPICAL SECTIONS drawings. All works within the Region of Peel's right of way must be designed in accordance to the Public Works, "Design Criteria and..."
Development Procedures Manual” and Material Specifications and Standard Drawings Manual”.

- A detailed cost estimate of the proposed road and access works on Queen Street East.
- A Letter of Credit for the required road and access works on Queen Street East.
- A 7% engineering and inspection fees based on the estimated cost of the municipal road works or $1,500.00 minimum.
- Proof of insurance, with the Region of Peel added to the certificate as additional insured, 5 million minimum of all contractors and/or subcontractors.
- Completed application of Road Occupancy Permit and permit fee ($260.00).
- Completed Notice of Commencement.
- All costs associated with the design and construction of road and access works will be 100% paid by the Owner.
- Twenty (20) folded copies of approved engineering drawings for PUCC approval. Please note that any construction within the Region of Peel’s right of way is pending PUCC approval (minimum six week process).
- The property owner is advised that all landscaping, signs, fences or any other encroachments will not be permitted within the Region’s easements and or right of way limits unless appropriate landscaping drawings are submitted to the Region for review and approval. Upon consideration, if approved, an encroachment agreement will be required. The Owner agrees to pay all costs and fees associated with such approval and agreement.

Traffic Impact Study:
The Traffic Engineering section has reviewed the Traffic Impact Study received on September 7, 2011 for the proposed mixed use development at the northwest quadrant of Queen Street East and Cherrycrest Drive and offers the following comments:

- Growth rates applied to Queen Street East shall be adjusted to 2.5%;
- Background accesses 1 and 3 are to be removed from the study as they are not approved by the Region of Peel at present time;
- Electronic Synchro files are to be submitted to the Region for review;
- Right turn lane warrant analysis is to be completed at the proposed right in / right out access in order to determine the required storage and taper lengths.

If you have any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4710, or by email at: christina.marzo@peelregion.ca

Yours truly,

Christina Marzo, MCIP, RPP
Planner
Development Services, Public Works

Public Works
10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca
January 30, 2014

Mr. Paul Aldunate
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Aldunate:

RE: Application to Amend the Official Plan and Zoning By-law - C09E05.021, Revised
KLM Planning Partners Inc. – Gore Road Investments Ltd
Pt. Lot 5 Conc. 9 N.D.
Northeast corner of Queen Street East and McVean Drive
City of Brampton

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

The anticipated yield from this plan is as follows:

<table>
<thead>
<tr>
<th>Grade Range</th>
<th>Estimated Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>K-5</td>
<td>113</td>
</tr>
<tr>
<td>6-8</td>
<td>49</td>
</tr>
<tr>
<td>9-12</td>
<td>28</td>
</tr>
</tbody>
</table>

The students are presently within the following attendance areas:

<table>
<thead>
<tr>
<th>School</th>
<th>Enrolment</th>
<th>Capacity</th>
<th>% of Portables</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claireville P.S.</td>
<td>669</td>
<td>591</td>
<td>9</td>
</tr>
<tr>
<td>Calderstone M.S.</td>
<td>750</td>
<td>643</td>
<td>6</td>
</tr>
<tr>
<td>Castlebrooke S.S.</td>
<td>1,404</td>
<td>1,533</td>
<td>0</td>
</tr>
</tbody>
</table>

The Board requires the inclusion of the following conditions in the Development Agreement as well as the Engineering 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 developer shall agree to erect and maintain signs at the entrances to the development 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 Board's Transportation Policy.

3. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement:

"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. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."

An addition, portables, boundary change and/or school re-organization may be required at the affected school(s) to accommodate the anticipated number of students from this development.

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 905-890-1010, ext. 2724.

Yours truly,

[Signature]

Branko Vidovic
Intermediate Planning Officer
Planning and Accommodation Dept.

c. D. Dundas, Peel District School Board
   N. Cih, Dufferin-Peel Catholic District School Board

C09E05.021 comment rev Jan 2014.doc
January 21, 2014

Paul Aldunate
Development Planner
Planning, Design and Development
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Aldunate:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law – C09E05.021
KLM Planning Partners Inc. – Gore Road Investments Ltd
City of Brampton – Ward 10

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 753 residential units, which are anticipated to yield:

- 27 Junior Kindergarten to Grade 8 Students; and
- 10 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:

<table>
<thead>
<tr>
<th>Catchment Area</th>
<th>School</th>
<th>Enrolment</th>
<th>Capacity</th>
<th># of Portables / Temporary Classrooms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary School</td>
<td>St. Andre Bessette</td>
<td>569</td>
<td>480</td>
<td>0</td>
</tr>
<tr>
<td>Secondary School</td>
<td>Cardinal Ambrozic</td>
<td>1275</td>
<td>1299</td>
<td>7</td>
</tr>
</tbody>
</table>

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

"Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."

The Board requests that the following conditions be fulfilled prior to final approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential units:

(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 Education Service Area on a regular basis and will provide updated comments if necessary.

For further information and/or clarification, I can be contacted at (905)-890-0708 extension 24407.

Yours sincerely,

Nicole Cih
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24224
Nicole.cih@dpcdsb.org

c: B. Vidovic, Peel District School Board (via email)
City of Brampton
Planning Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Paul Aldunate

Dear Sir/Madam:

RE: Official Plan Amendment and Zoning By-Law Amendment Application
Location: Queen St. McVean Dr. Ebenezer Rd & Cherrycrest Dr.
Your File No: C09E05.021
Bell File No: 46898

Thank you for your letter of August 26, 2011 requesting comments on the above-referenced application(s).

A detailed review of the Official Plan Amendment and Zoning By-Law Amendment application has been completed and an easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act.

Please be advised that Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-Law Amendment application. Through these processes, Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.

Should you have any questions please contact Rosita Giles at 416-296-6599.

Yours truly

John La Chapelle, MCIP, RPP
Manager – Development & Municipal Services, Ontario
November 4-11

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Att’n: Paul Aldunate

Re: Notice of Application & Request for Comments
Application to Amend the Official Plan and Zoning By-Law
KLM Planning Partners Inc. – GORE ROAD INVESTMENTS LTD.
City File Number: C09E05.021
Ward: 10

Dear Paul:

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

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

- Applicant shall grant all necessary easements, as may be required, to provide Electrical supply.

B/ If their application is approved, please advise the applicant to contact Hydro One Brampton regarding permanent electrical supply to the site.

I can be reached at 905-452-5508 if there are any questions.

Yours Truly,

Robert Evangelista C.E.T.
Acting Technical Services Supervisor
Hydro One Brampton Networks Inc.
CC: A. Mastrofrancesco - Hydro One Brampton
     R. Williams - Hydro One Brampton
OCTOBER 6TH, 2011

PAUL ALDUNATE M.PL. MCIP RPP
DEVELOPMENT PLANNER
CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOP
2 WELLINGTON ST WEST
BRAMPTON ON  L6Y 4R2

Dear Sirs:

RE:  APPLICATION TO AMEND THE OFFICIAL PLAN AND
ZONING BY-LAW
KLM PLANNING PARTNERS INC. – GORE ROAD
INVESTMENTS LTD.
CITY FILE NUMBER:  C09E05.021
WARD: 10

Enbridge Gas Distribution has no objections to the application as proposed.

At this time this is not a commitment by Enbridge Gas Distribution to service this site, to
service this site by a given date or that there will be no costs for servicing this site.

The applicant is to contact the Enbridge Customer Connections Department at their
earliest convenience to discuss installation and clearance requirements for service and
metering facilities.

The requirements identified here within are subject to change. Enbridge Gas Distribution
retains the right to add, amend or remove conditions, or obtain easements to service this
application, at no cost to Enbridge Gas Distribution.

Yours truly,

JIM ARNOTT
Municipal Coordination Advisor
Distribution Asset Management
(416) 758-7901
(416) 758-4374 – FAX
JA: rv
December 5, 2011

THE CITY OF BRAMPTON
PLANNING & BUILDING DEPARTMENT
2 WELLINGTON ST W
BRAMPTON ON L6Y 4R2

Attention: Mr. Dan Kraszewski, Director of Planning & Land Development Services

Dear Sir,

Re: APPLICATION TO AMEND THE OFFICIAL PLAN AND ZONING BY-LAW
KLM PLANNING PARTNERS INC.
GORE ROAD INVESTMENTS LTD.
PART OF LOT 5, CONCESSION 9, N.D.
CITY OF BRAMPTON, FILE # C09E05.021

In reference to the above-mentioned application, Canada Post has no objections to amend the Official Plan and Zoning By-Law to permit the development of this proposed commercial/retail and residential development.

In order to provide mail service to the single storey restaurant buildings F, G & H within this proposed plan and Canada Post requests that the owner/developer comply with the following conditions:

1. The owner/developer will consult with Canada Post to determine safe and suitable location for the placement of a Community Mailbox and to indicate this location on appropriate servicing plans.

The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:

⇒ An appropriately sized sidewalk section (concrete pad), as per Canada Post specifications to place the Community Mailboxes on.

⇒ Any required walkway across the boulevard, as per municipal standards

⇒ Any required curb depressions for wheelchair access

Further, with regard to the proposed mixed use buildings – A, B, C, D, & E within this plan, Canada Post requires that the owner/developer make satisfactory arrangements to supply install and maintain a central mail facility (mailroom, lock box assembly) for each commercial office/retail or residential building(s) with a common indoor area.
Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned at (905) 845-2403 x 2007.

Sincerely,

Kevin O'Brien
Officer, Delivery Planning
Metro Toronto Region

Copy:  Mr. Paul Aldunate, Development Planner, City of Brampton
Mr. Billy Tung, KLM Planning Partners Inc.
Hi Paul,
I echo Fab’ concerns and suggestions and I know the other residents of Riverstone feel the same.

Regards,
Kyle Robinson

------- Original message -------
From: Fabio Baldassarra <aj :om>
Date: 03-26-2013 3:13 PM (GMT-05:00)
To: "Aldunate, Paul" <Paul.Aldunate@brampton.ca>
Cc: KYLE ROBINSON <rol >.debbie esposito ·
Subject: Parks , Not Parking lots

Hi Paul at the meeting a few weeks ago i told you i would be contacting you regarding the failed promises in our area by the developers of Riverstone. My name is Fabio Baldassarra

i have voiced my concerns on many occasion and at council meetings regarding the misrepresentation by the developers and builders of Riverstone community to the residents that purchased homes within the community.

Paul the Marketing campaign for the community won awards, i still see the movie presentation in my mind, Golf, Swimming ,Tennis, a country club community we were buying into the vision the community. The Mayor of Brampton the councillors the City of Brampton were all on hand when the shovels went in the ground, the entire development was given legitimacy by the by the City of Brampton. The developer from the first day failed to deliver on their promises, and scaled back their original vision, they brought in a pre-fabed building to replace

the pro-shop tee off area (this was to be a new building also). the swimming pool was open for 1 year, and then closed, the Tennis court was never built and turned into a parking lot
that is not required, it looks terrible and has commercial vehicles parked there all night it is located next to an unkept pond with little wiltled down trees, shrubs and grasses it looks unkept. The former tee off location and pre-fab building is not in use any longer which gives our neighborhood another parking lot that is not being used, so i have 2 parking lots within 1 km off each other both not being used, but i have

no Soccer field, no outdoor ice rink, baseball diamond, and most of all i have no Tennis court. We were phase 1 the first to invest in Riverston and move our families to Brampton

yet we are given a chained link fence running northbound on Mcvean with tired looking trees no rocks and no vision, yet further north they have upgraded fencing stone retaining walls and all round cleaner

upgraded look, Paul please forward this email to John Spovierei our local councilor and i hope the city can look into some of these issues for us we deserve what we were promised

which includes a Tennis court, ice rink removal of the 2 parking lots, cleaning up of the pond area, a fence and landscaping that is equal to the other area north of phase 1, instead of parking lots lets invest in our kids

and the families in the area, after all we have invested in Brampton.

Regards

Fabio Baldassarra- Resident Brampton

-------- Forwarded message
From: Fabio Baldassarra <
Date: Tue, Mar 26, 2013 at 1:48 PM
Subject: Promised tennis court is a parking Loy
To: Electrician

Sent from my iPhone

--

Fabio Baldassarra