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# RESULTS OF PUBLIC MEETING

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Planning and Development Committee  
Regular Meeting – September 9, 2024  
City File Number – OZS-2024-0046

### **Members Present:**

- Regional Councillor M. Palleschi - Wards 2 and 6
- Deputy Mayor H. Singh - Wards 9 and 10
- Regional Councillor R. Santos - Wards 1 and 5
- Regional Councillor P. Vicente - Wards 1 and 5
- Regional Councillor N. Kaur Brar - Wards 2 and 6
- Regional Councillor D. Keenan - Wards 3 and 4
- Regional Councillor M. Medeiros - Wards 3 and 4
- Regional Councillor P. Fortini - Wards 7 and 8
- City Councillor R. Power - Wards 7 and 8

### **Staff Present:**

- Steve Ganesh, Commissioner, Planning Building and Growth Management
- Allan Parsons, Director, Development Services
- Henrik Zbogor, Director, Integrated City Planning
- Angelo Ambrico, Manager, Development Services
- Michelle Gervais, Advisor, Special Projects
- Chinoye Sunny, Planner, Development Services
- Jan Salaya, Planner, Development Services
- Harsh Padhya, Planner, Development Services
- Nitika Jagtiani, Planner, Development Services
- Charles Ng, Planner, Development Services
- Samantha DeLaPena, Planner, Development Services
- Genevieve Scharback, City Clerk
- Charlotte Gravlev, Deputy City Clerk
- Gagandeep Jaswal, Acting Legislative Coordinator

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### **Staff Report:**

Nitika Jagtiani, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

A Statutory Public Meeting for this application was held on September 9<sup>th</sup>, 2024. There were nine members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from eight members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received over 16 emails throughout the review process.

At public meeting area residents provided their views, suggestions, concerns and posed questions including compatibility with the character of the surrounding neighbourhood, privacy concerns, traffic congestion and road safety concerns, inadequate parking, noise concerns, environmental concerns and strain on existing infrastructure, including emergency services.

### Zoning

The subject lands are zoned 'Commercial One – Special Section 1045' (C1-1045). Members expressed their concerns to keep the current zone as is to allow for commercial uses on site.

Response: An application for an Amendment to the Official Plan and Zoning By-law has been submitted for a proposed development of a 10-storey residential building with 105 residential units. The application is reviewed on the merits of criteria set out in the "Planning Act" and City, Regional and Provincial policies regarding land use planning and have no further concerns.

### Built Form and Compatibility with the surrounding executive residential community

Members raised concerns that the proposed development is not compatible to the existing neighborhood.

*Response:* Planning Staff have reviewed the application and the submitted Planning Justification Report and is of the professional opinion that the proposed development is satisfactory based on the applicable provincial, regional and local policies. This includes the Provincial Policy Statement which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification on McLaughlin Road.

The subject lands front onto McLaughlin Road and is adjacent to industrial/employment uses. To the south are single detached dwellings, which conform to the proposed use on site. While the proposed development is for a 10-storey building on site, the development will include upscale architectural treatments, as demonstrated through the submitted Urban Design Brief that will complement the existing neighbourhood. The proposed development for residential apartment units better aligns with provincial policies relating to creating complete communities and increasing housing supply.

Prior to site plan approval, the proposed development is required to satisfy the 45-degree angular plane. Providing a sensitive transition to the abutting low-density residential neighbourhood and mitigating shadowing and privacy by the proposed development. Staff will work with the applicant to ensure that the proposed development have considerable rear yard setbacks which creates and opportunity for additional buffering through vegetation or tree planting which will be further refined through the forthcoming Site Plan application.

### *Increase in Car Theft*

Members of the public expressed concerns that the proposed development will increase car theft in the neighbourhood.

*Response:* Planning staff cannot comment on the future car theft in the neighborhood. This application is reviewed on the merits of criteria set out in the “Planning Act” and City, Regional and Provincial policies regarding land use planning.

### *Traffic Congestion and Speeding on McLaughlin Road*

Members of the public expressed concerns that the proposed development will introduce more traffic into the immediate area, which may subsequently result in traffic congestion and decrease in overall vehicular and pedestrian safety.

*Response:* Prior to site plan approval, Traffic Staff will work with the applicant to review the proposed access to ensure that there is a safe transition within the site to McLaughlin Road that will not have a major impact on the surrounding community.

### *Left turn on McLaughlin Road*

Members had raised concerns with regards to increased traffic on McLaughlin Road through the proposed development. Members are concerned that taking a left turn on McLaughlin Road may be a safety hazard and may create concerns for the pedestrian.

*Response:* Prior to site plan approval, Staff require the applicant to provide a dedicated McLaughlin Road left-turn lane into the site. A revised Traffic Impact Study with a queuing analysis and a functional McLaughlin Road design drawings are required in this regard.

Staff will work with the applicant to ensure that the ramp leading to the underground garage satisfies the City of Brampton standards prior to any site plan approvals.

### *Parking Deficiency*

Members of the public expressed concern that there is an existing parking deficiency in the neighborhood. There is currently parking spillover on Marycroft Court because of insufficient parking at the adjacent commercial plaza.

*Response:* The amendment to the Zoning By-law requires the proposed development to meet the City of Brampton parking standards: The development is required to adhere to the City of Brampton minimum parking standards of 1.0 residential parking stalls per residential unit and a minimum 0.2 visitor parking stalls per residential unit.

### *Privacy Concern*

Members of the public expressed privacy and overlook concerns with the proposed development, as the proposed mid-rise building are adjacent to existing low-rise residential buildings to the south (across from Queen Street West).

*Response:* The proposed development proposes a development of a 10-storey mid-rise building. The proposed mid-rise apartment building maintains a six-metre setback from the southerly property line along Marycroft Court, and has the massing of the upper storeys above the sixth storey be stepped back with an additional 2.5 metres. The proposed design has a stepped building profile to ease up visual context and achieve appropriate height-to-width ratio.

Through Site Plan stage, Planning and Design staff will work with the applicant to ensure adverse overlook impact is limited from the proposed mid-rise building given the separation distance, and that an appropriate level of privacy will be maintained.

### Transit

Members have raised concern that there are insufficient transit services near the subject lands.

*Response:* The subject lands are in close proximity to transit services at the corner of Marycroft Court and McLaughlin Road. McLaughlin Road is a support corridor which provides minimum transit routes to operate throughout Neighborhood and Employment Areas. The subject site is a short walk to stops, local transit, and connection to the Rapid Transit Network on Bovaird Road, which has Priority Bus or Zum Transit services.

### Noise Concerns

Members are concerned an increase in noise as a result of the proposed development. There are noise concerns due to its proximity to the main road, the commercial plaza and construction as a result of the development.

*Response:* A Noise Feasibility Study has been requested by the applicant at the Site plan stage to ensure that the proposed development will have minimal impact on the existing neighborhood.

### Stormwater and drainage concerns

Members expressed concern with the proposed stormwater and drainage on site.

*Response:* Through the site plan process, the applicant will work with Staff, the Region of Peel, and the Conservation Authority to provide supporting documentation and calculations depicting adequate capacity for the additional flows without adversely affecting connected properties.

### Loss of Trees and Biodiversity

Members have raised concerns regarding loss of mature trees and biodiversity on site to facilitate the development.

*Response:* The applicant has submitted a Tree Inventory and Conservation Plan. A total of 28 trees were identified on and within six metres of the subject property. Of the 28 trees documented, the removal of 11 trees will be required to accommodate the proposed

development.

Prior to the issuance of building permits, the Owner will be required to fulfill their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development. Open Space staff have evaluated the Tree Inventory and Preservation Plans and have found it satisfactory.

In addition, the subject lands abut existing NHS lands (the adjacent Thackeray Valley). The Owner shall erect hoarding along the property boundary where it abuts existing NHS lands, and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Property Values / Premium lots:

Members are concerned that the nature of the proposed development would impact property values. Due to the close proximity of the proposed development to the existing residential subdivision, concerns were raised about the impact on property values. In addition, some members currently residing on Marycroft Court have paid premium lot prices for their lots backing onto the open space NHS feature when they purchased the lands.

*Response:* Planning staff cannot comment on the future potential valuation of land. This application is reviewed on the merits of criteria set out in the "Planning Act" and City, Regional and Provincial policies regarding land use planning.

School Capacity

Members of the public expressed concerns about overcrowding of schools without plans being in place for the construction of new schools to accommodate new residents.

*Response:* All school boards (Conseil Scolaire Viamonde, Peel District School Board and Dufferin Peel Catholic District School Board) were circulated on the application.

The Conseil Scolaire Viamonde had no comments regarding the Official Plan and Zoning By-law Amendment application.

The development application was circulated to the Peel District School Board and the Dufferin-Peel Catholic District School Board. Planning staff received no objections from the aforementioned school boards. The individual school board conducts regular planning and forecasting studies to estimate the required capacities on their educational facilities to determine whether new or expansion of schools and other permanent or temporary facilities are required, or alternatively, there is a surplus of existing facilities. Once the individual school board has determined the need to build or expand educational facilities, they typically partner with other levels of governments for the funding required for their construction and operation.

It is common practice for both school boards across the city to bus students to nearby schools where there is capacity limitations at the local schools. Therefore, the need to bus

students from the proposed development is not a unique situation to this development only.

Strain on Existing Infrastructure – including emergency services

Members have raised concerns that the police and fire services are insufficient. The proposed development will add further strain on the existing infrastructure.

*Response:* Further discussion and technical studies may be required to discuss service constraints at the Site Plan and Building Permit stage.

Community Park

Members are concerned that there is no park proposed for the existing for existing residents.

*Response:* The Fletcher's Creek Secondary Plan identifies a series of parks to serve the area. The subject site is not designated for a park.

Utilities / Electric Transformer

Members are concerned that the electric transformer and the stormwater management is in close proximity to adjacent lands (110 Marcroft Court).

*Response:* Staff have commented that the proposed utilities at the corner of McLaughlin Road and Marycroft Court will need to be thoroughly reviewed through the site plan stage.