

**Xinyue (Jenny) Li**  
**Planner I, Development Services**  
**Planning, Building and Economic Development**

**Re: Re-zoning application at McLaughlin & Bovaird (northwest corner)**  
**Project File Number: OZS-2021-0042**

Hello! I'm Tony Fera from . I noticed the sign for re-zoning of commercial land just to the north of my home and there are some concerns. I have been discussing this matter with several neighbours from Marycroft and Traymore, and we thought that the city and you as the Planner should be aware of the issues listed below.

- First, we are not opposed to additional housing development, on the contrary, we recognize the need for more housing in the GTA and Brampton area. Converting this small area currently zoned as commercial to residential is a great start.

However, we feel that the proposed 9 storey development is simply too high and will add too many residential units to coexist with our small community. We are proposing that the city consider a height abatement to no more than 3 storeys.

-This project of 120 units will almost double the population of our small community of Traymore & Marycroft overnight.

-This project does not meet the City of Brampton parking requirements. There's only 127 parking spots for 120 residential units.

The minimum is actually 131 spots - as per Table 7.1 of the RO Traffic Impact Study by Paradigm Transportation Solutions Limited.

-It looks like the developer is trying to evade building more parking spaces, by choosing to designate 31 of the 120 condos to be 'senior living'. This is because 'senior living' condos get less parking than a regular condo - the city only requires 0.61 spaces per condo.

-What guarantee can the developer provide that those 31 condos will be sold to seniors? How will the developer guarantee that only seniors with no cars will occupy those units in perpetuity?

-We understand that the City of Brampton is working to significantly reduce the amount of SOV (single occupant vehicles) on the road, this is a worthwhile pursuit. However, in the meantime, if this condo building does not have enough parking spots - what will end up happening is people will look for the closest area to park their extra vehicles - and Marycroft Court will end up becoming their defacto parking lot.

-Why are we so concerned with street parking? It's because Marycroft and Traymore are not normal width residential streets. It's so narrow that street parking is only available on one side

of the road. This poses a problem when cars try to park on both sides because then emergency vehicles like EMS or Fire Services would not be able to drive by on the street. Ultimately, it's a safety issue if there were to be too many vehicles parked, every second counts when it comes to medical or fire emergencies.

-As it is, Marycroft Court is already being used as overflow parking for the GoodLife gym on our south end. Patrons of the gym will simply fill up the south end of Marycroft instead of venturing further into the parking lot provided at the plaza.

-The traffic study was completed in Nov 2020 - a pandemic year when many people have been 'Working From Home'. How can accurate numbers be calculated during a time when there was obviously less traffic on the roads?

Before the pandemic, in morning rush hour, it was nearly impossible to make a right turn (south) from Marycroft Court onto McLaughlin. Sometimes, southbound vehicles would be blocking the intersection as well.

Is this suddenly not a concern anymore?

-We believe the increased traffic on our streets will lead to a dangerous situation. Those not from the area usually travel at a high rate of speed looking for a shortcut through the area (it's a Court - they won't find any shortcuts).

-The residents on the north side of Marycroft have flooding concerns. The land is quite flat and according to the 'Urban Design Brief' from the developer - the area adjacent to the backyards is designated as flood plain. It is not clear how this development would affect potential water runoff or flooding of the creek.

-Our small community is lacking any nearby parks/playground facilities within walking distance. Could the 8m wide patch bordering 110 Marycroft and McLaughlin be negotiated to create such a space for public use?

Thank you for your attention in this matter. We just wanted to make it clear that there are several concerns with a project this large in our neighbourhood.

I am available to discuss or clarify any of the points mentioned above.

Tony Fera