

From: Rob and Sue
Sent: 2022/05/26 9:42 AM
To: Caruso, Carmen <Carmen.Caruso@brampton.ca>
Subject: [EXTERNAL]227 Vodden Street East - City File OZS-2022_0001

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Hello Carmen,

We received the "Let's Connect" notice regarding the amendment to the Official Plan for the 227 Vodden Street East application and we wish to make comment.

We live diagonally northwest of the intersection of Vodden and Kennedy and within a half block of this location. We are already acclimatized to apartments blocking any substantial view from our home. While we have no reservations as to the overall use of this land, we do have concerns as far as infrastructure, traffic accommodation, the designation of these residential facilities and the apparent disappearance of the shopping mall.

Over a year ago bike lanes were installed along Vodden and this has already put a burden on the roadway as far as traffic flow, so we hope this is being considered. Along with the current traffic situation, these additional living facilities will add extra traffic to morning and afternoon commutes that the present road structure and from what we understand, a two-tiered traffic light system (Peel and Brampton) already struggles to move traffic effectively, with some lights out of sequence with others.

We also believe the parking allowance in Phase 1 is under-rated with the assigned 845 parking spaces to the ratio of 1,122 residential suites. Most residents in Brampton have at least two vehicles and in many places guest parking is at a premium. We see no designation as to the overall use of the units within this project, as to being rental, sub-subsidized housing, town homes or condominium. We also do not see any provision for green space or playgrounds.

We must assume Peel Region is involved in this planning, and that our current water and sewage system will not be overstressed to accommodate the proposed approximation of 3,700 family units. The second phase does not address whether these residential units have a low-rise ground footprint or if the buildings will be high-rise. Nor is there a statement for the parking needs or whether either phase is above or below ground parking.

We are very disappointed there is no provision to have an upgraded mini-shopping mall. There are a number of established families and seniors in the area and with no other shopping facilities nearby and this will leave a substantial void.

Since this will be such a concentrated population on a relatively small plot of land we feel this could invite a large youth element and loitering. Our expectation would be to have a provision for a strong security presence with numerous cameras and regular patrols in order not to overwhelm the Police or Brampton By-law.

So enough of the negative, with this being a major project let's look more toward the future and how this complex could benefit the area.

There is already a precedence for "Pod" or mini- style shopping convenience in a few new apartments or condominiums along Queen Street which have included retail stores and professional office accommodation into their plans. This would allow residents and neighbours easy access to continued grocery shopping, fitness, a coffee stop (all very popular currently) within this build. We hope this will be discussed, and if incorporated, also include an indoor corridor concept much like the existing single storey mall.

We hope the architect or designer has thought of a connecting tunnel system so pedestrians can easily access the current transit systems along Vodden or Kennedy. We are thinking along the line of the Holland Christian Homes buildings or “The Path” in Toronto where pedestrians can walk freely to amenities, such as the other buildings, shopping, banking, coffee shops, etc., in all sorts of weather while being protected and able to readily connect to transit.

Along the line of public transit, we hope there has been some thought to establishing an on-site staging area for this massive complex, so the current intersection bus stops will not be overtaxed.

Possibly an alternative and more futuristic and flexible modular transit system could be designed into this project. This may require a Partnership with the Builder, the City and the Federal and Provincial Governments.

We are thinking along the line of a people-mover. This could accommodate travel by the residents directly to the Queen Street transit corridor and possibly be a selling point which could also alleviate much of the above mentioned added road traffic. This location offers the perfect opportunity to introduce a modular concept, since the land south of it is primarily open space to Queen and Kennedy where there is a central commercial setting.

While the concept of suspension trains is not currently used in Canada, we feel they would be an effective way to move people efficiently directly from these buildings. These systems substantially eliminate the real-estate needed for over-the-road busses or LRT's and should be more cost effective to build than subways. They use electric power, are structurally protected from inclement weather to lessen breakdowns or delays, are modular and could be integrally connected to any of the buildings in this project.

The following links will offer multiple overviews of the flexibility and functionality of these trains.

[General trip showing stations](#) - [Demonstrates Flexibility](#) - [Another train trip with stations](#) - [Newer Clean Energy train](#)
[More futuristic style](#) - [More futuristic scenic train](#) - [World's oldest suspension train](#)

Thanks for reading, hopefully the City and the project will weigh our comments and possibly consider introducing some of the suggestions.

Best regards

[Rob and Sue Simpson](#)