

Introduction

- The proposed amendment will have an adverse impact on the properties adjacent to the development sites outlined in the amendment as well as the general surrounding area.
- The amendment requires an increase in density which proposes to build approximately 20-80 units per net hectare where the current allowable low density limit is only 12 units per hectare.
- As the existing neighborhood and amenities were designed with a classification of low density, the increase in density will be detrimental to the established neighborhood of the Estates of Credit Ridge.

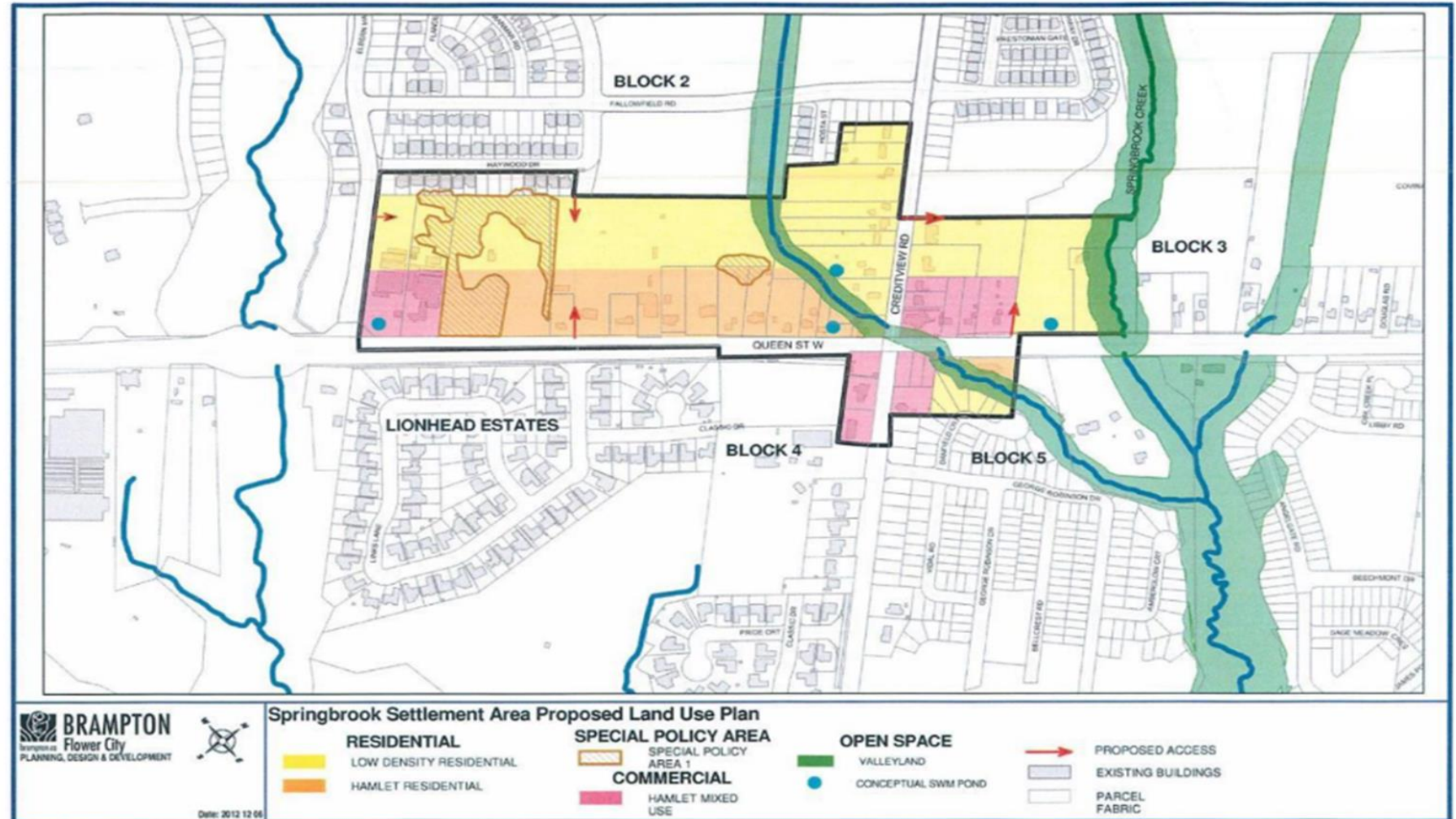
Independent Consultant Report(Jan 2019)

Recommendations

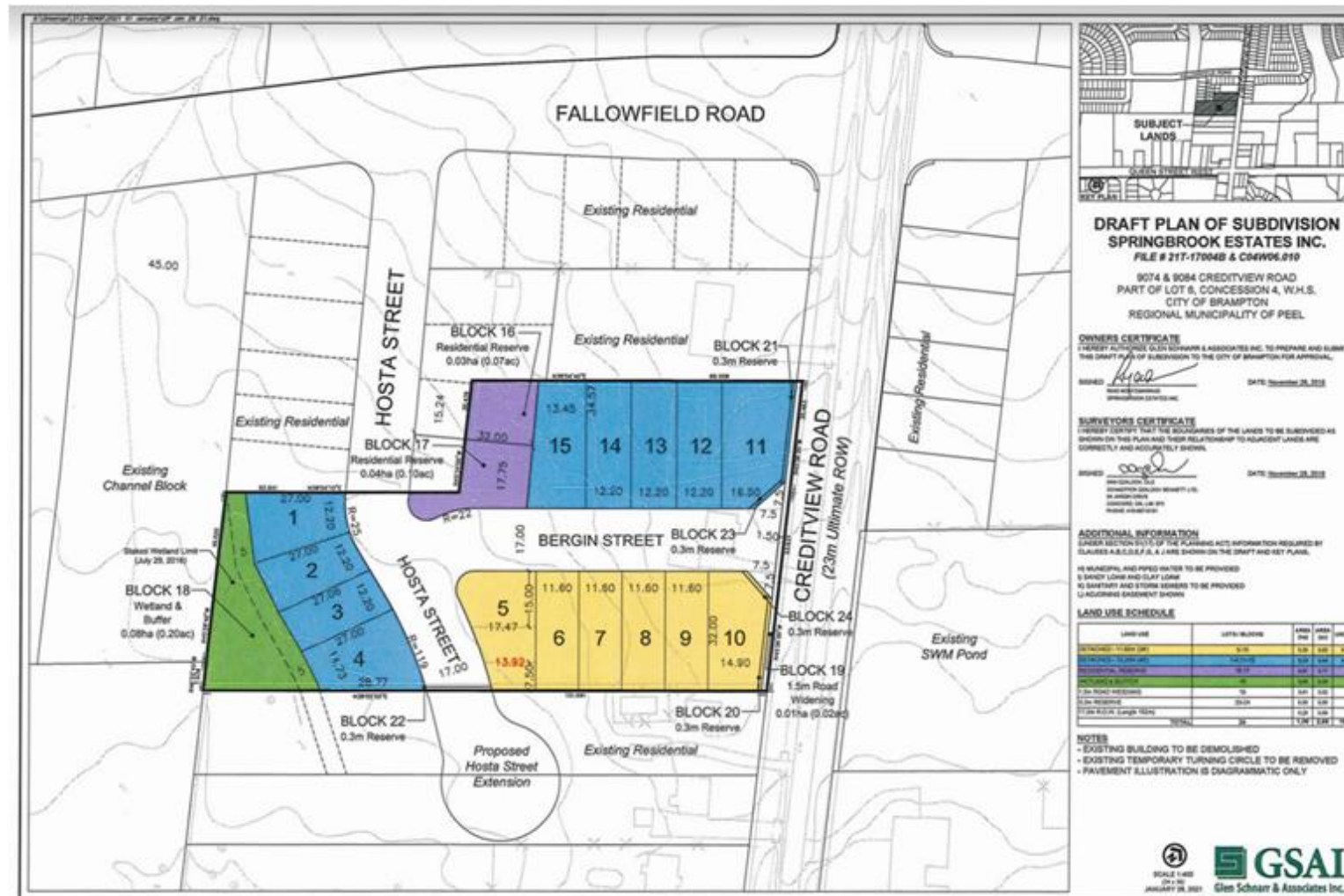
- Maintain Springbrook's rural residential character
- Support the intended land use structure and design intent
 - Standard Residential (Low Density Residential)
 - Hamlet Residential
 - Hamlet Mixed Use
- Interface with recent and future executive residential development.

Staff Report (March 4, 2019)

- Low Density
- Hamlet Residential
- At grade Commercial that frame the streetscape (Hamlet Mixed Use)
- Correspondences from Glen Schnarr and Weston Consulting posted on the City's website indicate their support for a low-density concept, and the development applications reflect intent to satisfy that requirement as well

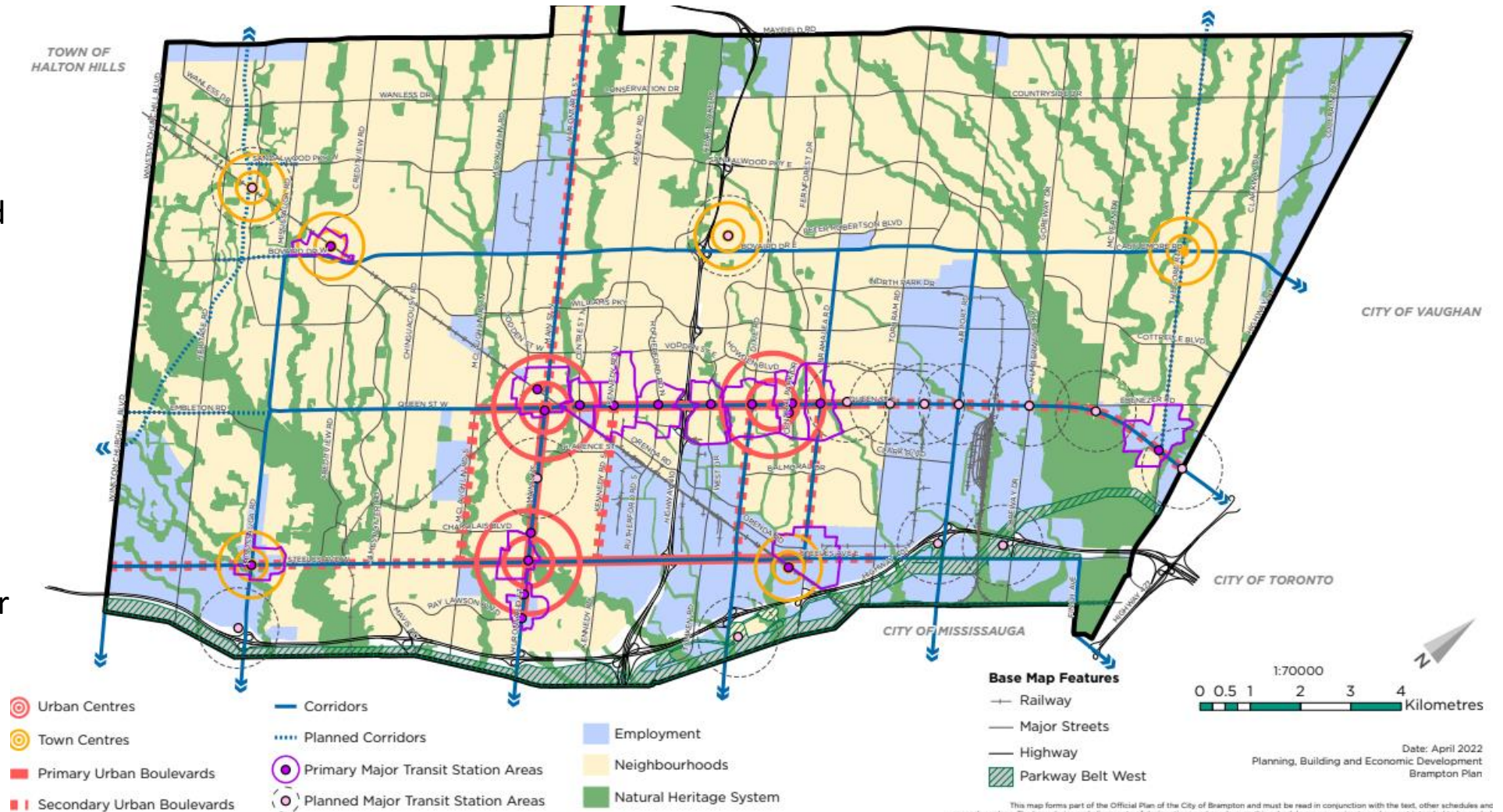


Land Use Planning Expert Opinion – LPAT Ruling March 2021



City of Brampton Official Plan Policies (Vision 2040)

According to the City's Official Plan Policies and the Brampton 2040 Vision, intensification is only planned for the identified areas in the following image. The areas identified do not include the subject land area or the areas in near proximity to the Estates of Credit Ridge.



Planning Guidelines Observed in Other Municipalities

Some Relevant High-Rise Design and Site Selection Guidelines in Municipalities:

- Comprehensive planning and urban planning controls are necessary to assure that the cumulative effect of development projects do not compromise the existing neighborhood.
- Stability of neighborhoods' physical characters is one of the keys to a municipality's success and must be respected and reinforced
- Efficient use of land and infrastructure requires developments to be compatible with the surrounding residential areas.
- Efficient use of land and infrastructure requires urbanization be carefully planned and be in conformity with a Municipality's Comprehensive Official Plan and Municipal Service Review . (MCR)

Similarly, the City of Brampton's Official Plan Policy Guideline do not support high-rise buildings being built with no regard to the established surrounding area.

Community Feedback

Overcrowding of Schools (Physical Space)

- School capacity planning was based on the previously established City Plan which designated the area as low-density housing.
- There are two Peel School Board primary schools in the area (Lorenville and Ingleborough P.S)
- Both schools have exceeded their capacities with no room to add additional portables without removing portions of the existing soccer field thus further reducing the playground area for students.
 - Ingleborough Public School – with 8 portables
 - Lorenville Public School – with 10 portables

Community Feedback

Overcrowding of Schools (Resources)

- Lorenvile Public School, being a relatively new school is still struggling to secure funding needed. For example, we are advised by the school that the reason that the school has no band and the middle school students have no opportunity to practice an instrument (as all of other established schools do) is due to lack of funding.
- The school also lacks many extracurricular activities and clubs due to lack of funding.
- A large increase in the student population due to mid-high density development would worsen the current resource problem and result in further limiting access to available facilities for all students.

Community Feedback

Traffic Congestion

- Creditview Road is a designated rural heritage road, is not suitable as a road corridor, and cannot take the increase in traffic that would accompany medium to high density development.
- Elbern Markell Drive under its current classification has been created as a quiet residential street and there is no room to widen it in order to handle the expected increase in traffic from the proposed medium to high-density development.

Community Feedback

Traffic Congestion...continued

- Adjacent residential streets such as Haywood Drive & Fallowfield Road had been created as single lane quiet residential streets that are unable to be widened at this point.
 - Haywood Drive is where access would be granted for the development that would occur on the NE corner of Elbern Markell Drive. The width of Haywood Drive is not equipped to handle the expected increase in traffic .
 - Fallowfield Road would be the main road used within the subdivision to travel between the Elbern Markell Drive area to the Creditview Road area. There are homes and a primary school located along this road.

Community Feedback

Traffic Congestion...continued

- Most families in this area do not use public transportation due to the distance to commercial workplaces.
- Those moving into the proposed development area would also likely be driving vs using public transportation.
- Those who can afford a luxury condo unit within the proposed development would likely own 1+ vehicle (and drive) which will impact traffic and road safety to the significant increase of vehicles on the road within this small subdivision.

Community Feedback

Traffic Congestion...continued

- Most builders no longer guarantee a parking spot with each unit in a mid-high rise building, thus tenants living in these buildings will not be able to secure onsite parking.
- Condo purchasers without adequate above/underground parking space will end up parking on inner streets which would cause road safety issues.
- Parking issues are already a concern within Brampton communities where townhouses, semis and buildings exist because the # of vehicles used by occupants of a home exceed the allotted parking space each home has. This currently isn't an issue in the Estates of Credit Ridge community but will become one once mid-high density development occurs.

Community Feedback

Traffic Congestion...continued

- Queen Street(west bound) becomes a single lane street at Downtown Brampton which creates a bottleneck effect for traffic flow. Hence Queen Street West(west of Downtown Brampton) is not suitable to be a transit corridor, it would not prove to be effective.
- There is no road-widening plan for Queen Street West, the design of which does not support intensification for this area.

Community Feedback

Road Safety Concerns for Children

- Medium to high density housing will cause an overwhelming amount of vehicle traffic on roads within our neighborhood that were not originally designed to accommodate the level of traffic that medium to high density housing would bring.

Community Feedback

Road Safety Concerns for Children...continued

- Children accessing the parks and schools along Elbern Markell Drive and Fallowfield Road will further have their safety put at risk due to the increase in vehicle traffic.
 - Elbern Markell Drive is used to access Queen Street as well as Williams Pkwy by residents. Drivers outside of the neighborhood also use these roads as alternate routes to avoid the traffic on Mississauga Road and Chinguacousy Road. Lorenvile and Ingleborough P.S are located on Elbern Markell Drive.
 - Fallowfield Road would be the main road used within the subdivision to travel between the Elbern Markell Drive area to the Creditview Road area. St. Jacinta Marto Catholic Elementary School is located on Fallowfield Road between Elbern Markell Drive & Creditview Road.

Community Feedback

Road Safety Concerns for Children...continued

- There are no traffic lights on Elbern Markell Drive or Fallowfield Road, we rely on the community to use the designated stop signs properly (which is not always the case) as well as the roundabouts with caution.
- A significant increase in traffic along these routes that are used heavily by neighborhood children to access their schools and parks will increase the risk of accidents involving children.
- In the last few years, Brampton has already experienced a record number of vehicle and pedestrian related accidents due to overcrowded neighborhoods.

Community Feedback

General Pedestrian Safety Concerns

- Mid to high density development will undoubtedly create an increase of vehicle traffic on Elbern Markell Drive & Creditview Road as they are roads that are used to access Queen Street as well as Williams Pkwy.
- Both Elbern Markell Drive & Creditview Road are single lane roads that cannot be widened.
- There is already traffic congestion leading to speeding and parking issues along these routes, the proposed development will further exacerbate the issue.
- The increase in vehicular traffic will pose a safety risk to residents of the neighborhood who often walk in the area.

Community Feedback

Environmental Constraints and Flooding Risks

- The Estates of Credit Ridge area is identified as an Environmentally Sensitive Area that is not suitable for the height and density increase that is being proposed. It's noted in the Tertiary Report that the valley lands have been identified as having inherent environmental hazards including flood and erosion susceptibility.
- According to the Ministry of Natural Resources and Forestry, Springbrook Creek and Huttonville Creek are a regulated habitat for Redside Dace (a species at risk).
- The subject lands in the proposed amendment are small parcels at the corners, they are not suitable for mid-high rise buildings from an environmental perspective: high buildings can have a significant negative impact on the storm water management and water/wastewater path as well as the environment.

Community Feedback

Environmental Constraints and Flooding Risks...continued

- The existing stormwater management system in the area was designed for low-density residential development, it does not have additional capacity for increased density.
- Infact, asset deterioration and water flow blockage has been observed in the drainage channel and some ponds, asset management measures are desperately needed for them in order to mitigate potential flooding.
- The Ministry of Environment & Climate Change guidance emphasizes that to maintain the pre-development water balance in the area, implementation of additional proper stormwater management is required; also any redevelopment plan is required to incorporate more green space.

Community Feedback

Unreliable Planning Policies and Breach of Trust in City Council

- The proposed amendment is very contrary to established development policies and guidelines that were approved previously. This Community was established by the City with specific policies and guidelines regarding its design and with very strict principles of preserving its character.
- We understand the need for development and use of land to maximize potential, yet it can be done in harmony with existing policies. Developers that respect the established policies to preserve the character and nature of our community and the adhere to the existing official plan are welcome.

Community Feedback

Unreliable Planning Policies and Breach of Trust in City Council...continued

- As residents and tax payers of the Municipality, we should be able to rely on those who make policy decisions on behalf of us to make decisions that are in the best interest of our community and not only in the best interest of developers that are trying to maximize their profit without considering the negative impact to the established surrounding neighborhood.

Community Feedback

Incompatibility With The Existing & Established Neighborhood

- The proposed amendment is not compatible with the established neighborhood which was designated as an upscale executive low-density residential area.
- The area is a historic hamlet and mid-high rise buildings are not suitable in the Estates of Credit Ridge.
- The existing neighborhood incorporates high-quality housing and architecture, community gateways and integration of natural features.



Community Feedback

Incompatibility With The Existing & Established Neighborhood...continued

- The development guidelines specify “ *a selection of upscale traditional architectural styles derived from the classical periods of architecture (Georgian, Tudor, Victorian, French Eclectic, etc.) will be promoted to generate visually appealing streetscapes.*”
- It further provides that “ *the design of each building should have distinguishing elements characteristic of a single identifiable architectural style....and that...incompatible styles in close proximity to each other shall be avoided* ” achieving a consistent level of design quality.



Community Feedback

Incompatibility With The Existing & Established Neighborhood...continued

- When the area was developed, builders were required to build executive style homes with enhanced architectural designs and adhere to the design guidelines.
- Builders ensured that the trees (which are of local significance) and other natural features of the area were preserved.
- The Proposed Development would significantly deviate from the original approved plan for the area and create an unsightly, crammed subdivision.



Community Feedback

There are many other residents who could not register as delegate and shared their feedback electronically...

[illegible]

Questions to City Staff & Council

Potential Costs to Tax Payers

- As we know, a developer must at their own expense conduct a variety of studies before being able to build on a parcel of land. Ex: Environmental impact studies, Woodland management plan, Species at Risk Study, Traffic impact studies, Functional servicing studies, Contextual studies, Geotechnical and Hydrogeological studies, etc.
 - Have the above studies been submitted to the City by the owners of the properties that will be developed?
 - If they have not been submitted yet, will Council make an amendment decision before receiving the reports?
 - If they have been submitted already, did the City pay for any portion of the cost of these studies?
 - If they have not been submitted already and since this is a City initiated amendment, will the City be paying for any portion of the cost of conducting these studies?

Conclusion and Recommendations

- Government policy decisions should respect taxpayer's money and avoid inconsistent planning policies. Residents made purchase decisions and paid a heritage premium and higher prices for the houses they bought from the builders who developed this community. Buying decisions by these purchasers were based on their understanding of numerous City policy documents, planning guidelines and other documents which provided promises that our neighborhood would remain an upscale executive low-density residential area.
- The local community of tax payers living in the Estates of Credit Ridge will be negatively impacted by the proposed amendment to the Credit Valley Secondary Plan (Area 45); Thus we **Strongly Oppose** the Proposed Official Plan Amendment.
- We have an opportunity today to utilize public funding efficiently and to plan for a better Brampton by saying no to this proposed amendment. Developers should be encouraged to invest in medium to high density development in areas of Brampton that would benefit from revitalization and intensification, such as certain urban centers or town centers. These intensification areas are identified in the City's Official Plan Policies. However, the Springbrook Settlement Area was NOT included as an area for intensification in the City's Official Plan Policies.