

Oppose the Proposed Multi
High Density Residential
Development along Queen
Street West Between Creditview
Road to Mississauga Road

June 20, 2022 Meeting File # OZS-2020-0029, #OZS-2021-0018, #OZS-2020-0036,

High-Level Summary -1

The Province's policy supports that this existing strong, healthy and prosperous Credit Ridge community with a rural feel and historical hemlet context is vital to the economic success of the Ontario and contribute to our quality of life – that should be maintained and expected.

The existing Peel Region 2051 Vision (2022), Brampton 2040 Vision (2020), Credit Valley Secondary Plan (2021) and Sprinbrook Settlement Tertiary Plan (2019) do not support city initiated amendment to permit High Density development along the Queen Street West between Creditview and Mississauga Road.

The proposed official plan amendment and zoning change is not consistent with the city's long standing policy direction and position.

Any major government policy change need to be made very carefully and shall be only supported demonstrating its public benefit, cost benefit, and has regard to taxpayer's money. The proposed policy amendments are significant in nature. They include four or more tall-building developments, the urbanization of which clearly is not compatible to the rural feel of this newly established upscale executive low-density residential area which clearly

High-Level Summary -2

- Recent planning policies and outlook to 2051 do not support multi-story buildings in the area, why the City is proposing them in 2022 ?
- Public policy change of this significant nature Shall NOT be rushed. It has impact to the communities, taxpayers, our future generations and the future of Brampton!

I suggest:

Council do not vote for the proposed multi-story building development in the subject area. Council should be provided with concrete evidences and in-depth analysis that can support decision making to ensure only sound public policy is supported.

Necessary studies and analysis are including but not limited to:

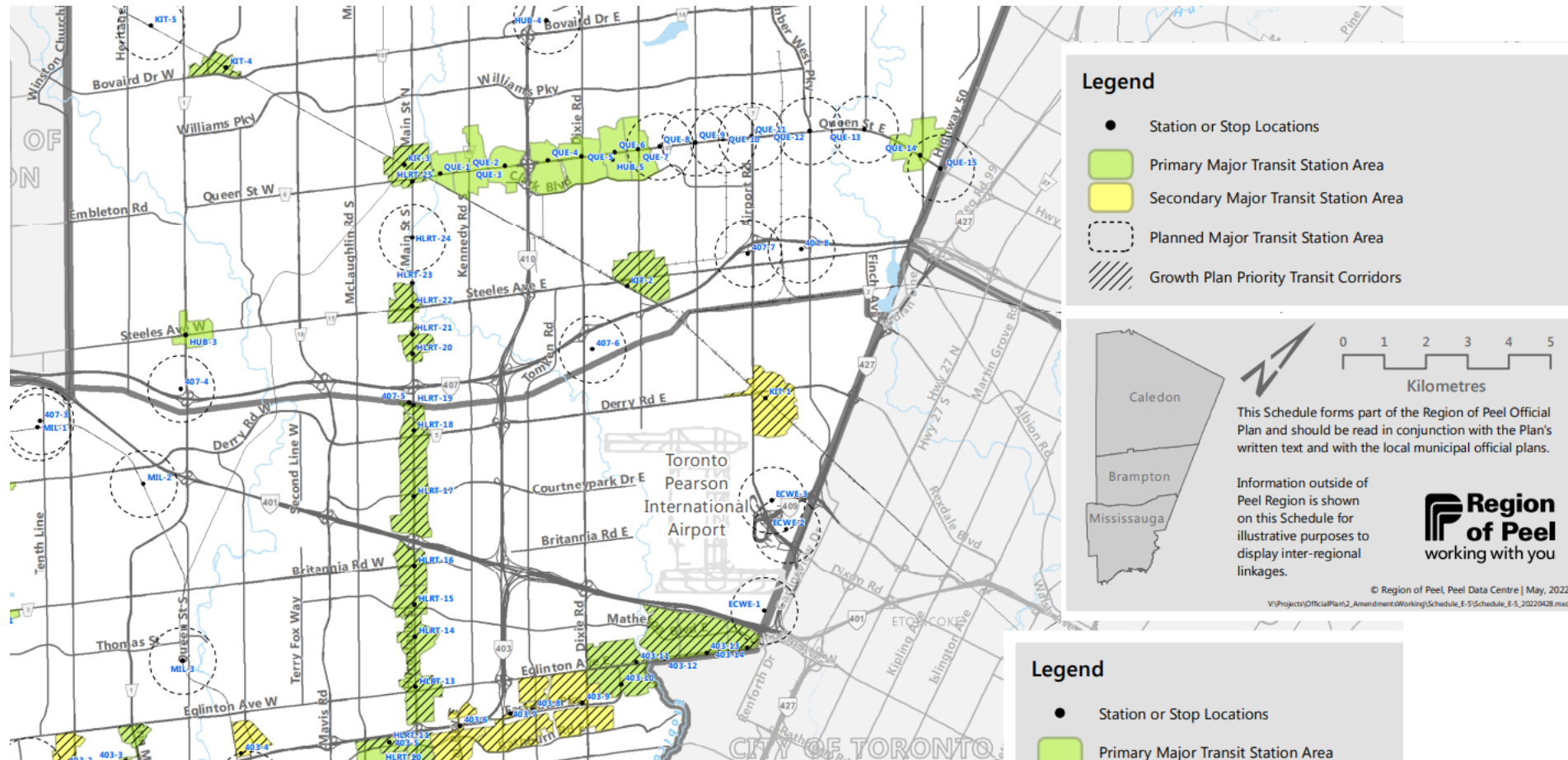
- A comprehensive city-wide study be conducted which include but not limited to in-depth analysis, strategies and policies of where and when tall building should be developed in Brampton, growth scenario analysis, financial analysis and location prioritization framework.
- A master plan be conducted to assess the viability and **cumulative impact** of these proposed tall-building developments (5-6 buildings in small parcels) for the area
- Other studies such as environmental, social economics, post-covid housing and transit studies, and etc

Provincial and Regional Policies, Housing and Transit

Ontario Growth Plan for the Great Golden Horseshoe(GGH) 2020 – Where and How to Grow

Ontario Where and How to Grow (Excerpts)	Credit Valley Secondary Plan Area
Choices about where and how growth occurs in the GGH need to be made carefully .	The proposed 5-6 tall buildings in this historical hemlet area designated as upscale executive low-density area requires careful and prudent decision making
Infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields	Credit Valley Secondary Plan area is not an urban growth centre, or a major transit station area, or a brownfield or greyfield area.
However, to protect public safety and prevent future flood risks , growth should generally be directed away from hazardous areas, including those that have been identified as Special Policy Areas in accordance with the PPS.	Credit Valley Secondary Plan area has been identified as an area that has potential flood risks, the existing storm water management system is observing accelerated asset deterioration; the recent flood event in the adjacent Churchville Area further demonstrates that the proposed tall building developments in the area will increase flood risk
Strong, healthy and prosperous rural communities are also vital to the economic success of the GGH and contribute to our quality of life.	Council envisioned and built the Credit Ridge as an upscale community with a heritage context and a rural feel which is also close to the Greenbelt. Over the years, this community has become a well-known healthy and prosperous unique community in GTA. Maintaining that policy direction is in alignment with the Provincial policy and is beneficial for Brampton's reputation.

PEEL 2051 VISION - Queen Street West is not a planned Major Transit Station area



Metrolinx BRT connecting York and Peel

- What is this project: the high-level concept is to provide a BRT to connect Peel and York with a focus on Queen East for Brampton segment
- The concept was introduced in 2019, and it is still at a very early business case stage, that means there is no determined route yet
- The Region of Peel Official Plan 2051 (approved in April 2022) includes Queen East as a part of the BRT – **Queen West is not included as a BRT, or near a major transit station area**
- Queen West being a transit corridor is not effective or efficient due to various reasons (low density residential along Queen West from George to Mississauga Road, bottleneck at Downtown Brampton, low ridership)
- Has Council explored the opportunities to seek an alternative BRT route that may serve Brampton better, more effectively and efficiently usage of fundings? For example, a route that runs from Queen East, to Hurontario North, Bovarid, then to the future Heritage Heights Urban Community? This alternative route would pass two major go train stations, connect to the LRT, connect the City's urban centres, town centres and designated major transit station areas, also provide rapid transit to multiple existing condo buildings and senior housing apartments, major shopping centers along the alternative route.

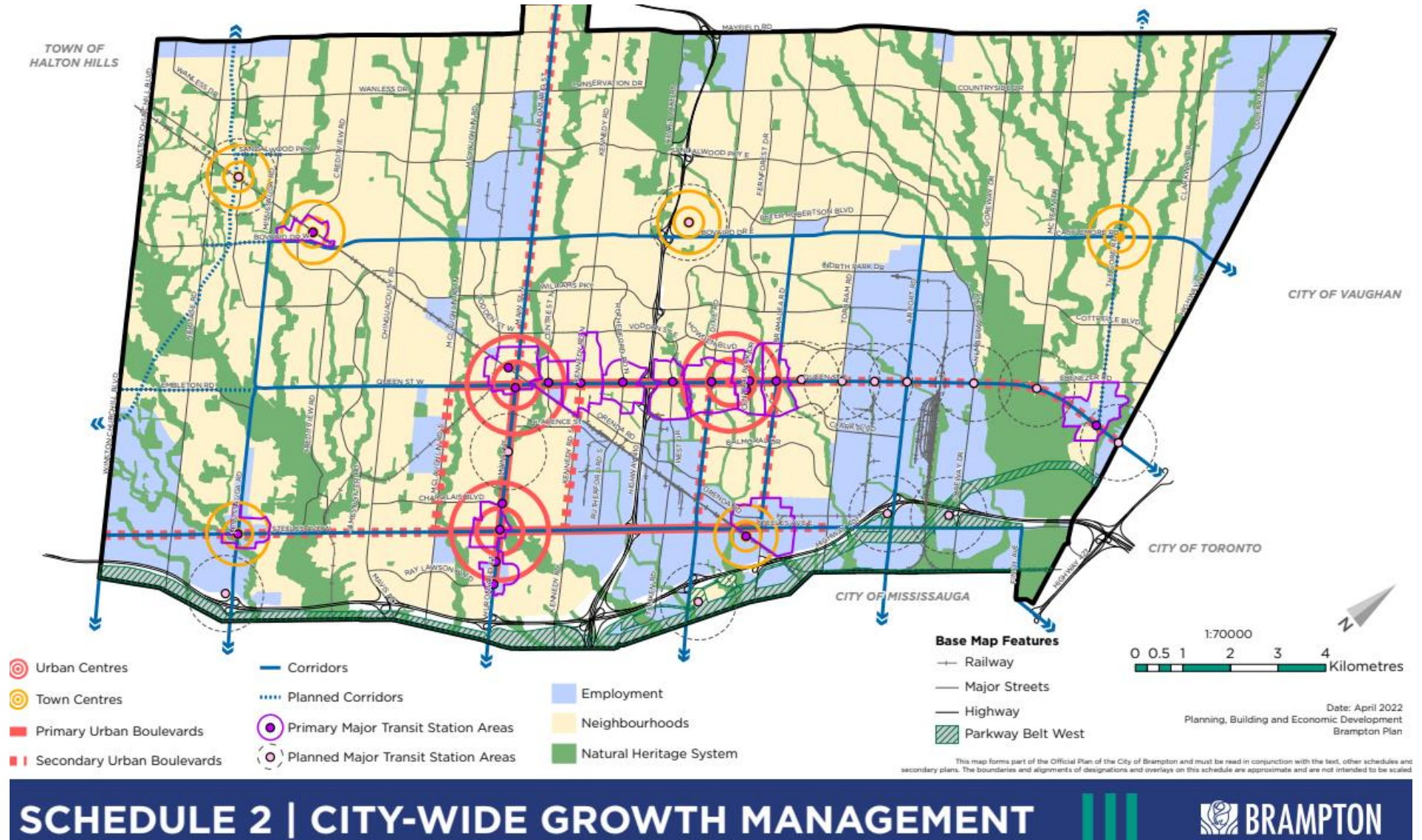
Housing Affordability

- Our understanding is that these proposed units are going to be luxury condo units, which would not be cheap and would not be solving affordability
- There is no library, no hospital, no recreation center or any necessary amenity near the area, which would make these condo units even less affordable.
- Our area is not near a Protected Major Transit Station Area (PMTSAs) in the Province's definition or in the Peel Official Plan. That means the multi-storey buildings proposed in this executive low-density area would not be subject to inclusion zoning requirements. That would mean revenue loss for the City and lost opportunities to support affordable housing which is much needed in many areas in Brampton.
- According to the Province's policy direction, **to support housing affordability, PMTSAs are intended to be prioritized** to be developed as high-density, mixed use, transit-supported neighbourhoods that provide access to local amenities, jobs, housing and recreation opportunities. **Our area is NOT near a PMTSA.**

City of Brampton Studies and Policy Papers

City of Brampton Official Plan Policies (Vision 2040)

- Credit Valley is not a Growth area but an established community



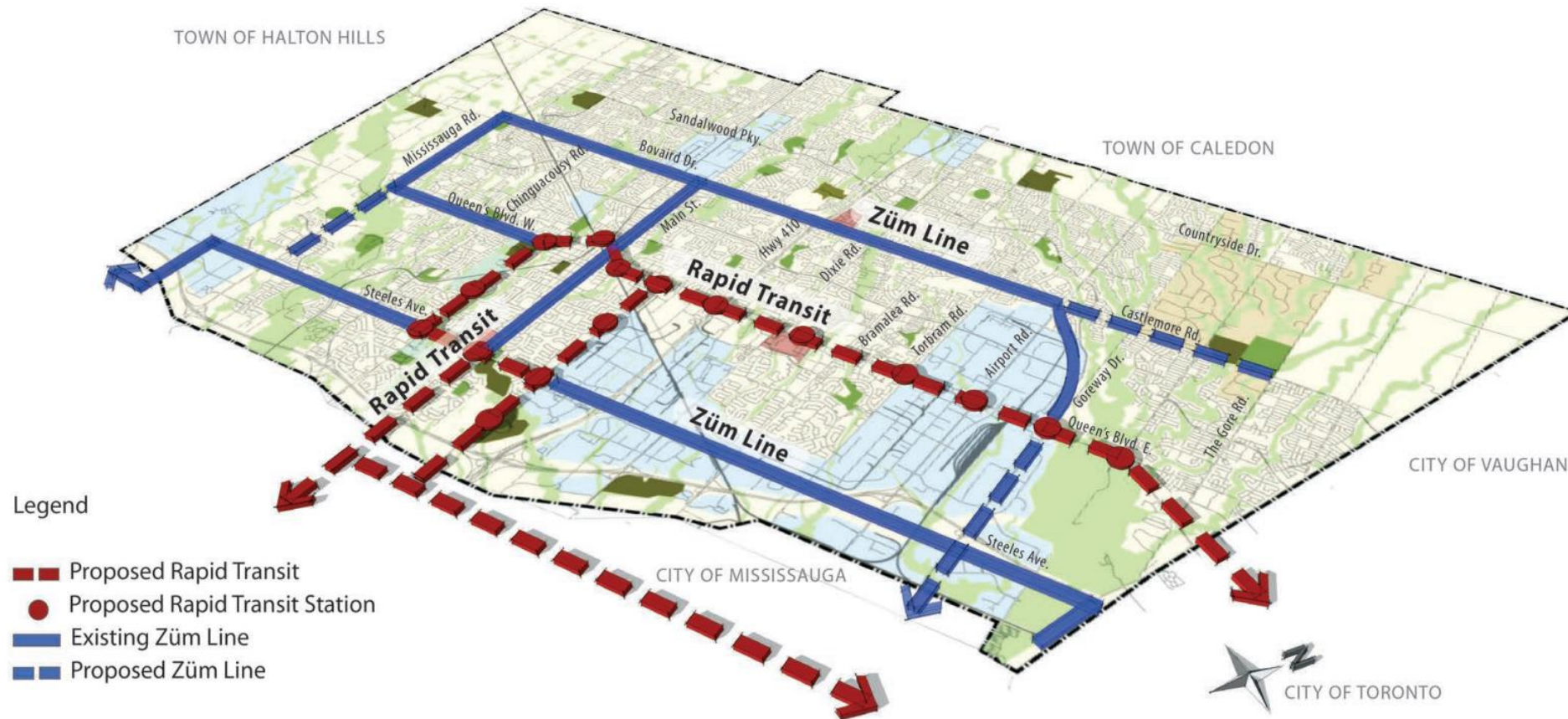
Population Framework- Credit Valley is not a population growth center

Population Framework



Brampton 2040 Vision – Transit

Queen Street West is not planned as part of Rapid Transit



City's 2040 Vision Do Not Support the High Density Development

- In City's 2040 Vision. The high-density residential areas are
- 1. Downtown Brampton
- 2. Uptown Brampton
- 3. and other 5 town centers

It is important to note that Queen Street West is a City Local Corridor similar to other arterial roads across the City. There is distinction between the designation between Queen West vs. Queen East in Brampton.

It is neither a job center nor a commercial center

Queen Street West Corridor is not a population increase center nor a major transit station.

No High Density Planned along for Queen Street West Corridor

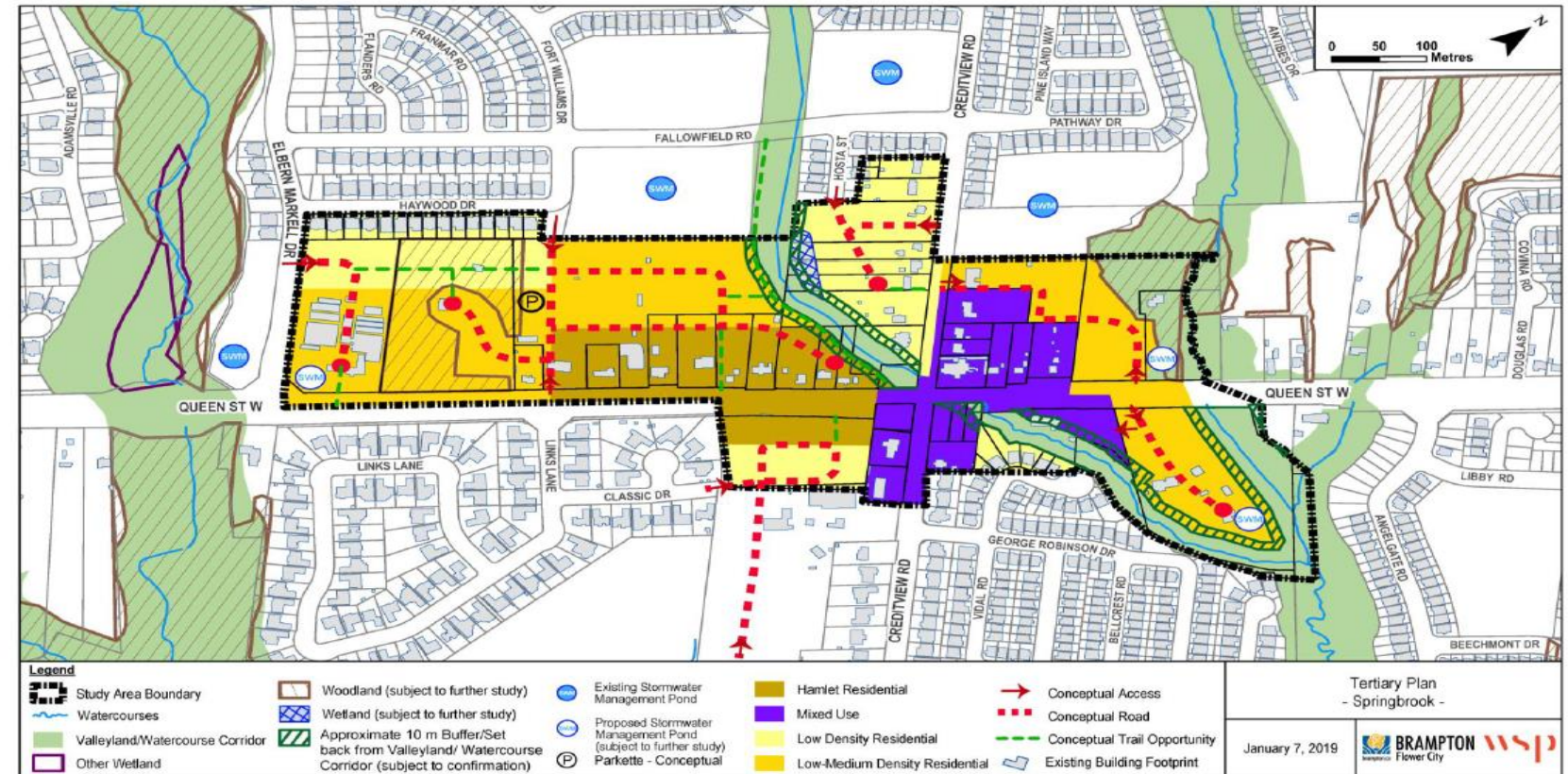
Credit Valley Secondary Plan (Feb. 2021)

- 5.2.7 Springbrook Settlement Area
- 5.2.7.1 The Springbrook Settlement Area is a historical crossroad hamlet associated with the agricultural settlement of the area. The infilling of Springbrook shall be limited to the lands fronting onto the existing open road allowances within the defined limits of the settlement as shown on Schedule SP45(a). In accordance with Section 4.1.3 of the Official Plan, limited service commercial, village crafts and home workshops shall be permitted **but in the form of a low intensity and low-density development that is in keeping with the scale and character of the historic hamlet.**

Springbrook Tertiary Plan (Jan 2019)

- Integrate the community within the current upscale executive housing policy context
- Maintain Springbrook's rural cultural heritage
- Support the intended land use structure and design intent

Figure 15 – Proposed Tertiary Plan



Springbrook Settlement Tertiary (Jan 2019)

- Land Use, the Springbrook Settlement Area would consist of four land use designations:
- • Hamlet Mixed-Use: The Hamlet Mixed-Use area represents the core of the community, near the BRT stop and generally the geographic centre of the community.
- • Hamlet Residential: The Hamlet Residential areas consist of lands fronting onto Queen Street West just outside of the Hamlet Mixed Use area described above.
- Low Density Residential:
- • Low-Medium Density Residential: Low-medium density residential uses would provide a flexible range of unit types, including single detached units, semi-detached units and low-rise townhouses. These uses would be limited to about 3 storeys.

Other Research Findings – High Rise Site Selection and Design Guidelines

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 does 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 existing commercial, hospital, library, recreation and other necessary amenity infrastructure .
- Efficient use of land and infrastructure requires urbanization be carefully planned and be in conformity with a municipality's comprehensive official plan and service review,

Current High Density Development in City

Brampton's Official Plan Policy has clearly identified the priority area for multi-story building being built within 2040 Vision.

Does City has a Master Plan for City ' future multi-story Building site location and development sequence following 2040 Vision?

Conclusion

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Recommendations

1. We Recommend that in keeping with the various policy studies, the Official Plan Amendment be Revised to Change the Zoning Designation of the Subject Lands as followings:

- Residential single detached; or Mixed Use Designation with low density residential

OR

2.

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Let's work together to
Build a Better Brampton!

