



OZS – 2022 - 0021

30 DETACHED HOMES

Thank You Councillors and city staff for giving the opportunity.

- I am not against the development but definitely not agreeing with what has been suggested here.
- Initially the lot is severed for one detached dwelling – No Problem.
- Some thing in sync with present neighbourhood – No Problem.
- **Reasons for my concerns** : Life and Mother nature doesn't read technical analysis, so let's test this development on day to day life situation basis.

# 1) PRIVACY

- REASONABLE PRIVACY / REASONABLE EXPECTATION =

Where some one can be confident that no one can see very personal moments of one's life in simple plain sight.

Not asking that we can not see each other. But at least such that one feels confident in his own house.

ING  
NTIAL

BLOCK 31  
RESIDENTIAL  
RESERVE  
0,043 ha

BLOCK 32  
PARKETTE  
0,122ha

WALNUT ROAD

BLOCK 33  
10m BUFFER 0,274 ha

BLOCK 34  
NATURAL HERITAGE  
SYSTEM (NHS)  
0,762 ha

EXISTING  
RESIDENTIAL



LEGEND

EXISTING  
RESIDENTIAL

EXISTING RESIDENTIAL

CHURCHVILLE ROAD

EXISTING  
RESIDENTIAL

# Privacy

- House no 4 TO 22 Fairmont close : This houses have their back side facing drive way's of new development. This means their bedrooms can be watched or in direct line of sight from houses in new development. This means any one standing on driveway can easily see bedrooms of those houses.
- All Fairmont close house will be watched by 8 -12 new houses at their back. See diagram on slide 4. No brain required to see the viewing angles in red lines. The closest distance is appx 50 ft , max is 250 ft.



## 2) Elevation Difference

To make the matter worst , Fairmont close house are setting on higher ground v/s new development. So the new houses have natural viewing advantage.

E.g. **Setting in Cinema hall.** See the pic. On the side.

In the **dark night** when there are no light out side & all houses ( Bed rooms )have their lights turned on, it is very easy to see things from far.



### 3) Security Camera / Systems



Since new development will have their driveway facing back yard & upper floors of Fairmont close houses, Any security system Camera Installed In front side of the house can ( New Development ) monitor & record bedrooms and much more.



Now a days any lower end generic camera has viewing angles between 110 – 135 degrees. With night vision capabilities. Can capture upto 300 ft. With brighter day range is even higher + Zoom in facility + Recording.



In proposed development anyone standing / working / visiting/ playing can see bedrooms of most of the houses on Fairmont Close.

## 4) Cell Phones

- Forget Security System, now a days **Cell phone camera's** are so powerful that you don't need any thing else. They are more than enough to do any creepy activity.
- In a setting and situation like this how council will make sure that privacy of existing residents is not compromised? Will they come out and make sure no creepy guy or device is watching / recording our bedrooms.
- I am sure this council has no rights to push resident's of Fairmont Close to take on new career of Adult Entertainers.



## 5) Reasonable Privacy

- We are expecting very basic and reasonable privacy. I have a question for the council, In a situation like this will you feel comfortable to put your own family or loved ones to face this?
- Now our backyard fence is going to face a parallel rd. ( Walnut Rd ). How council will make sure this doesn't become parking alley like streets in Toronto?





## 6) Parking Issues & Snow removal

- This development is so dense, that if multiple houses have social / cultural **gathering** then there is no space to park visiting cars with single lane rd.( Specially on Churchville Rd. ) If they park on Road then literally it becomes one way rd. situation. ( Real life scenario Missing in TIS )
- **Now comes snow times**, at present the old houses on Churchville rd. had very wide lot so they are able to accommodate snow on their yards. But 35 – 38 ft lots will push all snow on single lane rd. or else they will not have space for vehicle parking on drive way. This can cause serious safety and driving hazard conditions. ( No Mentioning in TIS - real life situation ) ??????
- Walnut rd. is **single lane rd.** so snow will be simply pushed on to intersection of Churchville / honour oak / Walnut rd. This will block the only entry / exit point of old development. ???????



## 7) Safety Concern – Land Lock development

- All 24 house on Walnut rd. are going to have only one entry and one exit point. This is a very serious safety concern. In case of fire / flood / bad weather situation, there is no escape route or second rd. for residents / emergency vehicles. Ask Fire Marshal Opinion ???
- In city of Brampton , we need two escape route for legal basement, what about entire development ???
- NOV 2014 - 20 town homes on 59 Ardglen drive caught fire and burned down. Lost 10 yr old boy **NICHOLAS GABRIEL**. Major part of evacuation happened from 61 Ardglen drive property with fire trucks fighting the blaze. **ASK FIRE MARSHAL** if there is no access from Walnut rd, what will be the situation?

[Pam Douglas](#)

DurhamRegion.com

Wednesday, November 26,  
2014

In the middle of night my family was only 30 – 40 feet away from blazing inferno as I lived in 61 Ardgelin drive.

We were displaced for about a week with out any assistance from city in the middle of chilly night in night dress only.



## 8) School Capacity.

- At present Area schools are full and working beyond their designed capacity. Even Portables are full.
- My son was placed in over flow school in another neighbour hood.
- In portables they have to wear winter jacket and snow shoes through out the school day as there is now efficient heating there.
- He has genuinely requested to all councillors to conduct few meetings in portables before putting any kid into it.
- In case of active shooting or Lock down What about safety ??? Who is responsible ??? Recently June 13<sup>th</sup> Tweet by Peel Police Tweeter

## 10) Property Valuation ?

- This Neighbour hood is full of big lots, big houses with 3 car garage , high end finishes etc.. Putting small lots can decrease the valuation of existing properties. Will city reduce property taxes and reimburse losses?
- If city doesn't care about property valuation then it should not care for developer/ builder profit either.





# 11) Sustainability Score & Summary Report

Creditview Road is identified as a Class III (on road) pathway in the City's Pathways Master Plan where roads are signed to encourage bicycle use. Sidewalks and boulevards are not currently envisioned for Churchville Road or this segment of Creditview Road. Motorists, pedestrians, and cyclists will therefore need to exercise caution and diligence when travelling on area roads.

## 2.0 DECLARATION of SUSTAINABILITY

The following section provides a brief overview of the proposal's sustainability score as presented in the Dynamic Tool. The scores are as follows:

### Application

a) Overall Sustainability Score:	32/102
b) Energy:	3/14
c) Water:	0/11
d) Walkability:	19/50
e) Natural Systems:	9/14

### Community

a) Overall Sustainability Score:	37/122
b) Energy:	3/14
c) Water:	0/11
d) Walkability:	24/66
e) Natural Systems:	9/14

The proposal has achieved a "Bronze Threshold" for the overall Application and Community Sustainability Scores. It should be acknowledged that there are constraints to achieving a greater score on account of the land uses established by the area Secondary Plan/Block Plan and natural/cultural heritage features.

Minimum and aspirational targets will need to be re-evaluated throughout the processing of the planning approvals process, detailed design, and at the implementation stage of the project.

- The sustainability report submitted by applicant it self shows how low the score is. Developer is just talking about Bronze standards i.e bare minimum required due to significant challenges and constraints.
- For Comparison :
- City and region is talking about vision 2040 / 2050 v/s Developer talking about Bronze standards – minimum required.
- Peel Region's - Vision zero v/s Developer is Adding more Traffic , Using out dated TIS
- City - Urban Forest Management plan V/s Developer- Cutting 370 Trees in green belt and conservation and so on.
- **I want to ask the councillors, Is it a good proposal for development ?**
- When ever you have challenges and do minimum required - you always leave behind tons of issues. This will become part of our daily life to deal with. Who will take that responsibility for that?

### **Builder's Traffic Impact Statement analysis**

The builder (Essence Holdings Ltd) has submitted the Traffic Impact Study (TIS) for the City's consideration. The TIS is a 31-page report based on an outdated study that was conducted in 2008.

The residents of the community had the opportunity to review the TIS. The residents' position that this TIS has no weight and has zero reliability. The TIS does not meet the existing traffic issues of the present community, and the future community, in event this development proceeds ahead in any way, form, or shape.

The residents' position is that the TIS is not based on the ground facts. The TIS has the following issues/problems

1. In or around 2018, the Region of Peel started a VISION ZERO ROAD SAFETY STRATEGIC PLAN (VZRSP). The builder report submitted to the City/ Council failed to incorporate the requirements of VZRSP because the VZRSP was enacted in 2018 and the builder relied on a study done in year 2008.
2. The pedestrian and cyclist are the two main emphasis areas under the new VZRSP. The builder report failed to address the presence of current risks to the pedestrians and the cyclists as required by the VZRSP.
3. In the Region of Peel, there is a Vision Zero Task Force that is responsible for implementing and overseeing the overall success of the Road Safety Strategic Plan. There is no input or consent from the Vision Zero Task Force.
4. That under the Planning Act, under Section 2(h) and 2(f) the council and the city planner shall ensure the orderly development of safe communities and the adequate transportation.
5. The pedestrians in the existing community are compelled to walk on the road (on Churchville Road) along with the vehicular traffic, which **creates a serious safety issue** for the pedestrians. This is because there are no walkways/ sidewalks/ no shoulders. There is no space to walk except of the road itself. The TIS did not touch that issue
6. In the 31-page TIS report the word "safety" is not even once. It does not recognize the importance of safety anywhere in the report.
7. In the 31-page TIS report, the word "cycle" or "cyclist" are not even once.
8. In the 31-page TIS report, the word "streetlight or light" are not even once. The fact is that there are no streetlights on Churchville Road (the main street that will be used as per the builder's plan).
9. In the 31-page TIS report the word "walkway" is not even once.
10. In the 31-page TIS report the word "shoulder" is not even once
11. In the 31-page TIS report, there is no indication of hidden driveway on Churchville Road.
12. The TIS report fails to recognize the absence of shoulders and its impact of traffic, pedestrians, and cyclists.
13. The 31-page TIS report failed to recognize the presence of pedestrians are required to walk on the road because there are no walkways. The TIS indicates that there is either no pedestrian or zero pedestrians on the street and **that is not true**.

For the above reasons in the TIS, the residents of the community oppose the creation of subdivision. Before the subdivision is allowed the following should happen:

1. The City of Brampton and the Region of Peel should ensure and should provide and meet the safety standards required to be in place for the residents.

2. After #1 is achieved, the builder should submit another TIS from an unbiased consultant to be selected by the City Planner or the City Council. This consultant has no objectivity in the report as it failed to recognize even the basics ABC of the road safety requirement on the road where the pedestrians, cyclists and the vehicles must share the same road.
3. That new TIS should be shared with the resident and an input & consent received from the Region of Peel's Vision Zero Task Force. Thereafter the new TIS be shared with the residents for input before the moving any subdivision development proposal forward.