

Results of Public Meeting

City File: OZS-2022-0011

Monday, May 16, 2022

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present:

Jason Schmidt-Shoukri, Commissioner, Planning, Building and Economic Development
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor
Jeffrey Humble, Manager, Policy Planning, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Carmen Caruso, Central Area Planner, Planning, Building and Economic Development
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Tammi Jackson, Legislative Coordinator, City Clerk's Office

Members of the Public:

Several members of the public made delegations to the Committee.

Results of the Public Meeting:

A meeting of the Planning and Development Committee was held on May 16, 2022, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to the property owners within 240 metres of the subject lands in accordance with City Council procedures and which exceeded the *Planning Act* notice requirements

of 120 metres. Several members of the public attended the meeting and made delegations with respect to this application. A number of members of the public provided correspondence to highlight their concerns.

The delegations to the Committee and the correspondence from the members of the public (Appendix 10) contained the following concerns expressed by the residents:

Issue: Density, Height, Local Businesses, Facilities, availability of services, Area's Character

Several residents raised concerns relating to the proposed density (1149 units) and building height (48 storeys) which may not fit well within the adjacent low density residential neighbourhood and its historical heritage character. It will also have a shadowing impact on the surrounding properties/streets, and wind tunneling impact on the pedestrian-sensitive areas. Some members raised concerns relating to the impact on the availability of parks, recreational opportunities, and services.

Response:

The property is designated Central Area and is located within an Urban Growth Centre, and an Anchor Mobility Hub in Brampton. It is located along Main Street North Intensification Corridor which is a BRT corridor, and adjacent to the Brampton GO Station. In view of its key downtown location with regard to higher order transit, GO train/bus terminal, connectivity to the downtown/other mobility hubs, existing municipal infrastructure, retail and recreational opportunities in the area, the property merits re-development for a high density mixed use development project. In conjunction with the adjacent low density residential development, open space, commercial, office, and institutional opportunities in the area, the proposed development will not only add to the housing options for the residents but also constitute a complete community, and would thereby be a good fit for the downtown area. The at-grade retail options, and the increased population resulting from this transit supportive development will add to the business and employment opportunities, and promote local businesses in the downtown. Relying on the connectedness of the site to the rest of the City/Region through the existing road network and multi-modal transit system, the residents will be able to benefit from the parks, open space, institutional, retail opportunities and services available in the City.

Through the implementation of an Urban Design Brief, it will be ensured that the built form reflects a contemporary architectural aesthetic which respects the heritage character of the neighbourhood, with design excellence to be showcased to provide a positive contribution to the neighbourhood on this site. By way of providing adequate setbacks, the proposed built form will also respect the surrounding neighbourhood, including heritage buildings in the area. It will lead to the creation of a positive street front presence for pedestrians and cyclists.

Issue: Shadow Impact, Wind Tunneling Impact, Tree Protection

Some residents expressed concerns relating to the potential shadowing impact on the surrounding residences, road network and other shade sensitive areas; wind tunneling impact on the pedestrian-sensitive areas, and removal of existing trees from site.

Response:

In order to assess the potential shadow impact from the proposed buildings on the adjacent dwellings, neighbouring streets, and other shadow sensitive properties, a Sun/Shadow Study prepared by Graziani Corazza Architects Inc. was submitted. The study which assessed the shadow impact from the proposed buildings at different hours of the day during summer, spring/fall and winter, concluded that the shadow impacts are deemed to be acceptable during summer as minimal impacts are seen on the neighbouring streets, shadow sensitive properties and open space. However, the shadowing impacts will be more pronounced in spring and winter during the morning and afternoon hours. The applicant has been advised by staff to revise the study to address staff comments. A revised study will need to be approved prior to approval of a Development Permit.

A Pedestrian Level Wind Study dated February 28, 2022 prepared by Gradient Wind Engineers and Scientists was submitted to assess the wind conditions for the proposed development. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in the area, the study concludes that subject to mitigation measures for certain areas, wind conditions over the pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. Staff have reviewed the study and advised that study indicates uncomfortable wind conditions in both seasons where the POPS is proposed. The applicant has been advised to reconsider the design of the POPS space or apply structural and mechanical measures to mitigate the effect of wind in this space. An updated Wind Study would need to be approved prior to the issuance of a Development Permit.

According to the Arborist Report prepared by Strybos Barron King Ltd. for the proposed development (yet to be approved by staff), 24 healthy table land trees will need to be removed to facilitate development. In accordance with the City's tree compensation policy, 62 trees will need to be planted in compensation of the removed trees, and/or cash-in-lieu provided to the City for the number of trees that cannot be planted on site.

Issue: Traffic, Parking, Noise, Public Safety

Some residents expressed concerns relating to the impact of the increased traffic resulting from the proposed development, generally on the area's street network, and particularly around Main Street North/Market Street, Main Street North/David Street intersections, which could potentially result in traffic congestion, noise, and public safety issues. Also, inadequate parking may result into street parking in the area.

Response:

The applicant has submitted a Traffic Impact Study dated March, 2022, prepared by Paradigm Transportation Solutions Limited to assess the traffic and parking related issues from the proposed development. The study (yet to be approved by staff) concludes that the existing transit and active transportation facilities are expected to encourage transit use and reduce auto trips at the proposed development. The study also concludes that the traffic generated from the proposed residential development will not materially impact operations of the boundary road network and intersections.

In view of the property's proximity to the available transit/GO train/bus and active transportation options, the proposed parking supply of 466 parking spaces (please note that there is no minimum parking requirement from the City for the downtown area/Main Street) can accommodate the parking peak demand. The proposed site access at Thomas Street is expected to serve the site without any safety issues related to sightlines, corner clearances and access conflicts. Traffic is expected to coordinate safely with the adjacent transit bus stops similar to existing conditions. Noise during construction will be addressed under the City's Noise By-law. The property is located at the intersection of Main Street North (a Major Arterial Road) and Market Street intersection (a Collector Road) which is currently subject to a degree of traffic noise. Staff do not expect a significant increase in traffic noise resulting from the proposed mixed use development. Staff have required to review an updated Traffic Impact Study, and a Noise Impact Study at the detailed design (site plan approval) stage to mitigate any potential traffic and noise issues resulting from the proposed development.

Issue: Low Income Housing

One resident inquired about the number of low income apartment units to be provided in the proposed apartment buildings.

Response:

While the City's Official Plan does not require any specific number/percentage of low income apartment units to be provided, it is noticeable that in the current proposal, it has been proposed to provide the majority of the units to be one or two bedroom units, which will be more affordable for the low and medium income persons.