

Appendix 9

Results of Public Meeting and Correspondences Received

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City File: OZS-2021-0053

Monday, January 31, 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:

David Barrick, Chief Administrative Officer
Richard Forward, Commissioner Planning and Development Services
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Jeffrey Humble, Manager, Policy Planning
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
Sameer Akhtar, City Solicitor
Carmen Caruso, Central Area Planner, Planning, Building and Economic Development
Angelo Ambrico, Development Planner, Planning, Building and Economic Development
Alex Sepe, Development Planner, Planning, Building and Economic Development
Alex Sepe, Development Planner, Planning, Building and Economic Development
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Richa Ajitkumar, Acting Legislative Coordinator

Members of the Public:

Seven 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 January 31, 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.

In addition to the delegations a number of members of the public provided correspondence to highlight their concerns and support for the proposed development.

The delegations to the Committee and the correspondence from the members of the public expressed a number of concerns related to the proposal, including parking, traffic impact, tenure, wind, foundation stability of proposed and adjacent foundations, shadowing,

environmental sustainability, open space, health care and school capacity. The following sections address highlights the support and addresses the concerns from the public related to the proposed development.

Opportunity:

As part of the evaluation process members of the public are consulted and encouraged to advise staff on opportunities and concerns related to the proposed development. Two letters of support have been received which provide support. A letter from the Downtown BIA acknowledges the importance of the project in providing the needed growth in the downtown to support area business. The hotel component is seen as a valuable space to support the functions of area institutions, businesses and residents.

Another support letter signed by a representative from Rogers Communications Canada Inc. (Rogers) was also received from the applicant in which Rogers also acknowledges the importance of the project in the downtown.

Issue: Adequate Parking

High-order transit, active transportation and the pedestrian realm are key priorities within the downtown areas. The City is encouraging higher density developments within proximity to the downtown GO Station and Downtown Brampton Bus terminal. In March 2021, the City enacted an amendment to Zoning By-law 270-2004 whereby there is no minimum parking requirements for the residential, retail or hotel uses proposed in the downtown. This is not uncommon for municipalities for downtown areas where robust transit and livework-entertainment opportunities are available within walking distance. The proximity to transit, walkability of the area and facilitation for active transportation will supplement the proposed parking to ensure that a variety of modes of transportation are accommodated.

Despite the exemption from minimum parking requirements in the downtown, the applicant retained the services of WSP Canada Inc. (WSP) to complete a Transportation Impact Study (TIS) for this proposal dated October 15, 2021. A further addendum to the study was submitted in May 2022 address comments received and to incorporate revisions to the plan. The purpose of the study is to evaluate if there are any adverse impacts on the local transportation network related to the proposed development and to evaluate the proposed parking and loading arrangements. The consultant reviewed the alternative transportation modes available and bench marked other municipalities with similar context. The consultant concluded that the proposed residential and residential visitor parking arrangement is adequate for the site context.

Parking is an expensive part of development that often dissuades developers from moving forward with projects, especially if parking is provided underground. The reduction in parking rates make high density housing projects more feasible. The parking that is provided is based on the developer's assessment of market needs.

The applicant has increased the amount of parking since the public meeting

Public Meeting Parking Ratio:

0.42 resident spaces per residential unit

0.20 visitor spaces per residential unit

The current parking rate is as follows:

Resubmission Parking Ratio - June 2022:

0.47 resident spaces per residential unit

0.24 visitor spaces per residential unit

Issue: Traffic

Response:

As noted above, high-order transit, active transportation and the pedestrian realm are key priorities within the downtown. The City is encouraging higher density developments within proximity to the downtown GO Station and Downtown Brampton Bus terminal in order for residents to be able to take advantage of growing alternative modes of transportation. The Transportation Impact Study reviewed the proposal against current and forecasted traffic volumes up to 2041. This included a review of the current future operations of key intersections and road network that surrounds this development proposal.

Virtually all of the study intersections will continue to operate at an acceptable level of service and with all movements within capacity by 2041. The study concludes that the traffic generated by the proposed development can be readily accommodated by the existing road network, without the need for geometric improvements. The traffic study has been reviewed by Traffic staff and found satisfactory.

Issue: Rental versus Condominium tenure

Response:

In May of 2021, Council endorsed the City of Brampton Housing Strategy and Action Plan (Housing Brampton). The plan included a foundation of six overarching principles and four big moves to help address housing affordability and supply issues. The scope of the strategy is primarily on facilitating the supply of purpose-built rental, affordable rental and affordable ownership housing. The subject development aligns with Council's direction to increase housing supply options.

Given market influences over the past several decades, the creation of new purpose-built rental housing within Brampton has remained minimal, with the demand for rental outpacing supply and a widespread shortage of purpose-built rental housing in Brampton that is appropriate for low and moderate-income people.

Brampton is facing challenges with housing affordability. Housing prices are escalating at unprecedented rates (an increase of 158% from 2005 to 2019). Rents are also rising, with vacancy rates at 1.3 percent (2020), with 3% considered as a healthy rate. Rapidly rising housing costs have placed pressures on all households in the low and medium income ranges in Brampton.

Quality rental options provide a choice for individuals that do not want to own for reasons that apply to their lifestyle choice. Some people want to live in an urban setting and want flexibility and be able to change jobs or spend their money on travel and eating out instead of building equity in a house. Renting keeps options open and not worry about whether you can sell your house. Some people choose to save and grow their money in different ways may also drive the choice to rent.

Issue: Wind

Response:

As part of their development application, Greenwin has submitted a pedestrian level wind study prepared by Gradient Engineers for City review. The wind study concluded that the proposed building will not produce any wind conditions that will have adverse effects on the inhabitants or users of the proposed development or that of the neighbouring ones. Gradient Engineers have carefully modelled the proposed buildings and measured wind speeds in and around the development. Where wind speeds might reach a level to cause uncomfortable conditions, wind mitigation strategies have been proposed. These mitigation strategies were then implemented in the building design. Examples of such mitigation measures include, but are not limited to, canopies, wind screens, and coniferous vegetation. Detailed wind study will be required at the Site Plan review stage and recommended mitigations will be secured through approved design.

Issue: Foundation stability of proposal and the potential impacts of this development on the structural integrity of the existing 9 George Street high-rise condominium.

Response:

Before acquiring new sites for development, as a part of their due diligence process, Greenwin conducts careful geotechnical investigations to ensure the soils on site have sufficient bearing capacities to support the development being proposed with no adverse effects on neighbouring structures. The geotechnical reports issued by MTE Consultants Inc., and submitted as part of the development application, outlines the optimal types and specifications of foundations that will support the proposed development throughout the lifespan of the buildings to be constructed. Through the rezoning and site plan processes, City staff reviews the geotechnical reports, amongst other studies, reports, and plans, to ensure the construction proposed is technically sound.

Further to geotechnical studies, the applicant's shoring consultant carefully studies vibration conditions throughout construction. To ensure vibration during shoring and construction does not have any adverse effects on neighbouring structures, the following steps are taken:

- Prior to construction, the shoring consultant, or a separate vibration consultant, will conduct a pre-construction survey within a certain radius, dictated by regulations, to evaluate the neighbouring structures and identify any risks relating to shoring and construction vibration. If there are any risks, mitigation measures are put in place.
- As part of the pre-construction survey, the consultant will recommend locations where remote vibration monitors should be installed in order to regularly monitor vibration throughout the construction process. If at any time vibration levels exceed the allowable levels, swift action is taken well before the vibration adversely impacts any of the neighbouring structures.

All developments are subject to the Ontario Building Code. The prime purpose of the Ontario Building Code, as indicated above is protection of people, to allow them to enter, occupy and leave buildings safely. The principles on which the standards in the Code are based are Health, Safety, Accessibility and Energy Efficiency. The Code is an evolutionary document, which is regularly updated to respond to technological advances and the ever changing needs of society.

Issue: Construction Noise

Response:

Excessive noise as a result of construction is administered under the City's Noise By-law. Although there is no set time for construction activity, it is generally understood that construction will take place during regular daytime working hours. Noise that is not considered reasonable or typical construction noise can be reported and investigated further by the City's by-law enforcement division.

Issue: Shadow Impact

Response:

In order to assess the potential shadow impact from the proposed building on the adjacent dwellings, neighbouring streets, and the public realm, a shadow impact analysis was prepared MHBC as part of the Urban Design Brief submission. Updated detailed study was also later submitted. The shadow impact was assessed from the proposed building at different hours of the day during summer, spring/fall and winter, and concluded that the shadow impacts are deemed to be acceptable as minimal impacts are seen on the neighbouring streets and open space.

The development proposes slender towers which causes any shadows to move by quickly. This is demonstrated in the analysis where most of the surrounding development is out of shadow within 3 hours in the shoulder seasons. Any shadow impacts to key public amenities in the surrounding area such as Rose Theatre and Garden Square only occurs from mid-afternoon is quickly moved through so that there is very limited shadows after 5:30 pm. It is worth noting that Due to the proximity and location of George Street, there is a portion of the George Street sidewalk that will be in shadow for longer than 3 consecutive hours. However this situation already exists with the existing tall building locate at 9 George Street and the proposed building will not significantly exacerbate the situation.

Staff have reviewed the study and agree with its conclusion that the proposed development will not have significant shadow impacts on the adjacent properties beyond what can be expected in a growing urban context.

Issue: Environmental Sustainability

Response:

The City of Brampton has a Sustainable New Communities Program to help implement both Provincial and Municipal land use planning, sustainability, and climate change goals and objectives. It facilitates creating healthy, complete, and sustainable communities that support quality of life for residents of all ages and abilities, energy efficiency and lower GHG emissions, more efficient use of land and infrastructure, local economic development, and cultural and natural heritage conservation. The Program also offers flexibility that enables development proponents to choose the sustainability approaches that best suits their project.

The overall score for the proposed development achieves an application score of 53 points. This falls within the Silver performance level. As the score is only based on preliminary information available at the Zoning By-law Amendment stage, it is expected that the assessment will be refined when more details become available as part of a future Site Plan application.

The development is transit supportive and walkable with several lifestyle amenities located close by. It will include green roofs, bicycle parking and energy saving systems that will be clarified at the site plan stage of development.

Issue: Amount and quality of open space in the community

Response:

Downtown Brampton is well served by open space amenities (i.e. Etobicoke Creek Trail, Rosalea Park, Gage Park, Old Fairgrounds Park, Centennial Park and Chris Gibson which is expected to be renovated and expanded). In anticipation of growing population and employment for downtown Brampton the City has embarked on a number of initiatives to improve open space amenities and add to the public realm. Some of these initiatives include the following:

- The City is in the midst of an Urban Design Master Plan (UDMP), which will complement the Flood Protection Environmental Assessment and will integrate the flood protection measures into the public, open space realm along the Etobicoke Creek valley from Vodden Street to Clarence Street. It will look at parks development along the valley, open space design, eco-spaces, and recreational uses, to promote active lifestyles and to animate open spaces. Attention will be paid to the programming opportunities (including recreation, arts and culture, heritage, education) in the area considering the role this area will play as a major amenity and attraction.
- The Region of Peel purchased the Orangeville-Brampton railway from the Town of Orangeville for \$5.8 million, paid for from the region's Greenlands Securement Program. The region has a deal with Caledon, Mississauga and Brampton for them to develop and maintain the 51-km trail that will flow through the three municipalities. The lands provide a unique opportunity to help advance the goals of the city's plans to revitalize the area, aiming to create a vibrant and connected community for their residents and businesses to thrive. The lands will offer passive and recreational opportunities within a growing urban setting.
- In full coordination with the Region's downtown infrastructure work, which is currently underway, the City is moving forward with streetscaping initiatives that include replacing existing sidewalks with stone pavers and resurfacing roads with widened sidewalks on both sides of Queen and Main Streets. This approximately \$16.6 million investment will serve to create quality urban spaces for commercial activity, pedestrians and cyclists and form active linkages between Etobicoke and Fletchers Creeks, and create an enhanced pedestrian realm in the downtown core.

Issue: Residents expressed concerns over the capacity of schools

Response:

The school boards have been circulated the application for review. Comments from the Dufferin Peel Catholic District School Board and the Peel District School Board are attached to this report in Appendix 10. In summary, given the anticipated student yield by age group the school boards do not expect the associated schools in the area to be overburden as a result of this application. This can be attributed to the composition of the units proposed, which lends itself to smaller occupancies and fewer children. Bachelor units (16), 1-bedroom units (614), 2-bedroom units (273), and 3-bedroom units (25).

Issue: Residents expressed concerns over the current state of hospitals in Brampton,

Response:

The provincial governments is responsible for the management, organization and delivery of health care services for residents in Ontario. Brampton City Council has been consistently advocating for more healthcare and hospital capacity. On January 22, 2020, the City of Brampton declared a health care emergency and launched its advocacy campaign, “Fair Deal for Brampton” – requesting additional funding from the Province to bridge Brampton’s health care gap; including the completion of Phase II of Peel Memorial (24/7 Emergency Department and additional beds) and a third health care facility in Brampton.

In March 2021 City of Brampton Council welcomed the Provincial Budget announcement to transform Peel Memorial Urgent Care Centre into full service hospital and to bring a new institute of medical education to Brampton in partnership with Toronto Metropolitan University.

Peel Memorial is approximately 1 km from the subject development. Currently, Peel Memorial is an urgent care centre that provides a range of day procedures and outpatient services. To support the transformation of Peel Memorial into a new hospital, the Province will fund the construction of over 250 net new beds at the site. Construction is anticipated to begin in 2023. The Province is also providing up to \$18 million in 2021-22 to expand the urgent care centre to 24/7 operations, paving the way for an eventual emergency department as Peel Memorial expands into an inpatient hospital.

In March 2022 Government of Ontario further announced that it is expanding medical school education to build a stronger, more resilient healthcare system, including adding 80 undergraduate seats and 95 postgraduate positions for the Toronto Metropolitan University School of Medicine in Brampton when it opens in 2025.

The School of Medicine will make Brampton the home of a community-centric medical school focused on inclusivity, innovation and primary care and be designed around five pillars:

- Focusing on community centric primary care and the social determinants of health
- Providing culturally respectful care to communities
- Leveraging innovation and technology in practices to improve quality of care and patient outcomes
- Providing future physicians with the skills to develop inter-professional networks of health care to achieve better outcomes for patients
- Focusing on the aging and supporting seniors as a growing portion of our society gets older