

Appendix 8 – Public Correspondence

Received

City File: C03W15.008

From: Thulacy Krishnapillai
Sent: 2020/06/05 11:00 AM
To: Dykstra, Stephen
Subject: [EXTERNAL]C03W15.008

Please note that I'm opposing to the application request to have the road extended through Treegrove Cres, as part of this development.

Thulacy,

From: Goshalia, Pratish < >
Sent: 2020/06/19 12:54 PM
To: Dykstra, Stephen; Whillans, Doug - Councillor; Palleschi, Michael - Councillor
Cc: Shah, Sapna ()
Subject: [EXTERNAL]City File #C03W15.008 - Ward #6" Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots

Mr. Dykstra, Mr. Whillans & Mr. Palleschi,

As citizens of the City of Brampton and residents of Ward 6, living on _____ t, we wish to go on record as opposed to the current **"Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots. City File #C03W15.008 - Ward #6"**.

The proposed development presents a density target of 26 units per hectare for the townhouse portion and 4.6 units per hectare for the semi-detached portion amounting to a total density of 30.8 units per hectare. As the applicant acknowledges, the proposed density exceeds what is stipulated in both the Official and Secondary Plans.

While the Official and Secondary Plans allow that: "consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment", this is conditional upon the provision of "a satisfactory planning justification". We do not believe that sufficient justification can be offered to deviate from the Plan(s).

Also it is noted that the Provincial direction of the Growth Plan and PPS is for greater density and intensification within Built-up Areas, but this location presents some unique circumstances that would favour the original density envisioned for the site.

1) ROAD ACCESS & SAFETY

The plan of subdivision includes a new access road from Treegrove Crescent. Our concern is the introduction of additional 53 to 106 vehicles (or more) regularly using Treegrove Crescent as the single access to and from the planned 53 dwellings. This added traffic would pose an elevated health and safety risk for residents, and in particular to the health and safety of my children specifically my daughter who already **had minor incident with car** luckily without any injury. I had incident where I had freshly painted my drive way. **Even with tapes blocking drive way, some one reverse their car purposely in my drive way breaking tape and making tyre marks on driveway.**

The city plan for a Treegrove Crescent road access was drafted in anticipation of extending LOW DENSITY development of single detached properties onto the four properties in question. Opting for higher density development could place a higher risk of liability upon the city, should damage, injury or death occur that can be partly attributed to poor planning and approval of a

development not taking into full account the effects upon safety. At the least, carrying out a proper and professional Risk Analysis, with appropriate risk mitigation measures included, would be prudent.

- The planned 'S-Turn' and intersection stop could induce a sort of 'venturi effect', whereby the held up drivers may accelerate and speed down Treegrove once past the bottleneck at the entrance to the development. Children play on, and pets cross the crescent routinely and drivers need to exercise heightened awareness of this hazard.
- Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent at times, and a moderate to heavy snowfall could entirely block access to and from the new development, if by way of a Treegrove Crescent access point.
- The mandate of the applicant's submitted transportation study was to predict future traffic congestion and delays – "**levels of service**". Noting within its terms of reference related to assessing for predicted road safety issues. Also the traffic study may have been inaccurate, given that it was a one day survey conducted on **June 28, 2017 – during peak holiday season, when schools were closed for summer break, and right before the Canada Day long weekend – all contributing to reduction in traffic activity.** The study's low traffic count result could be commensurate with drivers remaining home, or being away from home at this time of year. *If anticipated traffic load is predicated upon a mistaken low traffic count, then errors in predicted traffic loading could be large. With 53 new units proposed, and with at least two cars each (four cars on a two car driveway are common in the area), a predicted increase to 44 cars in non-holiday peak traffic times would appear to be low from the outset.*
- Both Rambling Oak Drive and Sugarhill Drive have experienced very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, **due to their legitimate fears for the safety and security of their children.**

If council is considering approval of this higher density development then we request council to reopen the official plan and to examine approval of a road access directly from Wanless Drive.

- While we acknowledge it is the city's desire to limit access to collector roads, we submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless at lot 1265 would be a more logical option in lieu of the proposed entrance off Treegrove Crescent.

Access from Wanless Drive into the existing properties already exists, and simplifying the proposed road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic intersecting across Wanless Drive, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable to us, should the current proposed road access plan remain unchanged we ask that consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive in order to at least curb the almost certain increase in speeding traffic.

2) PROTECTED LANDS- Peddle Woodlot

We are concerned that with such an increase human activity adjacent to it, there will be negative impacts upon the existing wetland within the wood lot, as well as to the species of flora and fauna that call the woodlot home.

As presented in the plan, there does not appear to be sufficient allowance made for the required buffer to the protected Peddle Woodlot. The City had advised the applicant that it does not support encroachment into the natural heritage system, which includes buffers. And that the development proposal and EIS must be revised to reflect the 30 meter buffer of the Provincial Significant Wetland PSW and no encroachment within it. We didn't see that this requirement has been addressed to the satisfaction of the city, nor are we certain that the required 10 meter buffer to the dripline has been adjusted to the satisfaction of the city

3) INFRASTRUCTURE

We are concerned that a high density development tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas.

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

We submit that a low density housing development would place less of a strain on existing infrastructure.

4) SECURITY

We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to and from the woodlot from the high density residences.

5) QUALITY OF LIFE

We are also concerned about the diminished quality of life being adjacent to a high density subdivision, which is almost a certainty from increased noise and diminished privacy.

6) HEALTH AND SAFETY

We are also concerned about the potential health risk should an increase in density be approved. The Corona Virus has demonstrated that the hardest hit areas are where there are larger concentrations of people and the city has experienced difficulties in controlling COVID type pandemics. Employers who had been planning on converting to higher density offices and activity based work stations have realized that putting too many people to close together will pose an increased risk to their employees. Current limitations on social gatherings imposed in the Peel Region speak to the same concern. There is no guarantee that outbreaks will cease, or that future pandemics will not happen. This city council should look to the current situation and opt to proactively mitigate the control of future outbreaks of disease by only approving a low density subdivision.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and ask that it reject the current **application to amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6**. Please keep this petition

on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

Pratish Goshalia & Sapna Shah

From: harpal jhooty < >
Sent: 2020/06/11 5:22 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]development of land between chinguacousy road and creditview road

This to advice you we against what the plan is at the moment. We do not want a road coming from the new site into treegrove crescent.. For one thing it will not be a crescent anymore. for the second we have kids playing on the crescent and the traffic could lead to injuries.Kids are to not used to the extra traffic.One kid getting injured is one to many. Is the road worth that when it could be taken into wanless road.Also we need a privacy fence for the 5 houses that are effected by the development.they can build all they want as long they do not put a road into treegrove crescent. Its not much to ask for. we do not want stop the development.

Harpal

jhooty
brampton

From: Mahendra Patel < >
Sent: 2020/06/05 1:12 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]File# C03W15.008

Hi Stephen,
We live at since the new subdivision, We bought this property as close
crescent and quite neighbourhood without any traffic at night. By giving access Treegrove Cres
to development with 56 units will increase traffic and noise at nights. Access to wanless to this
development is an ideal solution.Access to Treegrove will effect the property value on our street.
Please review this matter will effect out living standard.
Thank you

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Mac Patel

From: sanjeev Oberoi < >
Sent: 2020/06/05 1:29 PM
To: City Clerks Office
Cc: Dykstra, Stephen
Subject: [EXTERNAL]pre-register for city file # C03W15.008 ward #6

Hello,

I live at and I have concerns with the application to amend the zoning by-law and proposed draft plan of subdivision (file # C03W15.008 ward #6).

Please register me to speak at the virtual meeting.

Thanks,
Sanjeev

From: Arthur a < >
Sent: 2020/06/17 10:00 AM
To: Dykstra, Stephen; Whillans, Doug - Councillor
Subject: [EXTERNAL]Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)

Good Morning, I hope this email finds you well. I have major concerns about this development and changes that will be proposed to the properties listed in the subject line. Thornbush is already being used as a bypass road, it's now become unsafe for children to play and cars to drive on. This is already an issue I have put forward to our counselor, the local park can't accommodate the people using it now and we expect to add all these residents. The only way this development can move forward is if they have their own access to Wanless DR, I don't think much thought has gone into considering the local community and the affect a project like this could have. The only people who benefit from this are the developers and the city. beautiful mature trees have been knocked down on the properties and the city has done nothing about it, I wonder what would happen if we did the same thing. Maybe the rules don't apply to big money developers.

This is not just my own opinion, this is something shared with most residents on Thornbush. This is something that needs to be addressed properly, also because of the pandemic and changes made to the process some residents can't voice their opinions because they don't have the capability to attend the virtual meetings.

I have planted deep roots here. This was my dream home, I don't want to uproot my family because of careless planning, it's a cost I can't cope with.

From: luckyvamshi reddy < >
Sent: 2020/06/17 8:49 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)

Good day Mr. Dykstra

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 5 demi detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6" by Weston Consulting Group Incorporated.

As residents of Ward 6 living at in the City of Brampton, we OPPOSE the proposal "Application to Amend the Zoning By-Law

Based on the "Appendix 1 & 2" of the Draft Plan of Sub-division, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Celestial Crt, Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

a) Proposal to build High density residential houses on "Street A",

1. As a resident of celestial Crt, we paid premium prices for our lot considering these are ravine lots , with the new proposal we will loose our ravine lots and will be backing on to the huge no of townhouses, This will reduce our house price drastically and even the privacy and greenery we considered while buying this house.
- 2 . Like us, many families neighbouring the Celestial Crt consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
3. New Houses add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
4. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 48 houses
5. Water pressure on our street is low and the new 56 houses will require City to upgrade the infrastructure to keep up
6. We sincerely think the properties 1265, 1279,1303 and 1323 Wanless Drive should be for low density housing.

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

- 1. Limit the no of houses proposed in the area or keep the existing zoning in place**
- 2. Save the greenspace and stop any new units directly backing on to our houses.**

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

Thank you for your consideration.

Vamshidhar Reddy Chintalacheruvu & Bhagyalakshmi Puccha

From: karenandscott karenandscott <
Sent: 2019/12/07 3:34 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]RE: City File #C03W15.008 - 1265, 1279, 1303, 1323
Wanless Drive
Attachments: City File C03W15.008.pdf; City File C03W15.008p2.pdf; City File
C03W15.008p3.pdf

Good day Mr. Dykstra

I have attached a copy of the petition in opposition to the Application to amend the zoning bylaw and plan of subdivision to permit 50 townhouse units and 6 single dwelling lots - city file #C03W15.008 & 21T-18001B Ward #6. It includes one page of signatures of the residents of Treegrove Crescent.

As previously discussed, the first letter signed by the residents was handed over to council at the July 11, 2018 public meeting has been lost, and you had invited me to supply a replacement to your office for the public records on file for this matter.

Many neighbours were not home on the two attempts thus far to get their signatures again. I will be canvassing them once again this weekend and will submit addition signatures at that time. I would like to mention that no one who has had the opportunity to sign this letter has declined.

The hard copy originals will be hand delivered when I have had the opportunity to see the remaining residents that have not yet had the opportunity to resign in opposition to this application.

Would you please arrange to have the this petition added to the public record.

Many thanks.

Scott Stewart

----- Original Message -----

From: "Dykstra, Stephen" <Stephen.Dykstra@brampton.ca>

Date: September 6, 2019 at 8:38 AM

Scott,

I received your voice message.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”

As a citizens of the City of Brampton and residents of Ward 6, living on [redacted] we wish to go on record as opposed to the current **“Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”**.

We wish to have our position on record as follows:

1) ROAD ACCESS & SAFETY

As based upon the Appendix 1 “Draft Plan of Sub-division”, showing a new access road from Treegrove Crescent, our concern is the introduction of additional 56 to 112 vehicles or more regularly using Treegrove Crescent as the single access to and from the planned 56 dwellings. This added traffic would pose an elevated safety risk for residents, and in particular to the young children living on Treegrove Crescent.

Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent, and a moderate to heavy snowfall could entirely block access to and from the new development, if via a Treegrove Cres. access point.

We submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless would seem to me a more logical option.

Access from Wanless to the existing properties there already exists, and simplifying the new road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic across Wanless, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable to us, we ask that should the current proposed road access plan of Annex 1 remain unchanged consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive in order to at least curb the almost certain increase in speeding traffic.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”

2) PROTECTED LANDS

As based upon the plan, there does not appear to be any/sufficient allowance made for the required buffer to the protected woodlot.

We are concerned that with such an increase human activity adjacent to it, there will be negative impacts upon the existing wetland within the wood lot, as well as to the species of flora and fauna that call the woodlot home.

3) INFRASTRUCTURE

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

High density housing will surely tax the existing infrastructure.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street is already quite low at times.

We submit that a low density housing development would place less of a strain on existing infrastructure.

4) SECURITY


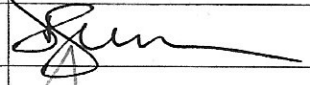

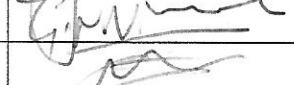

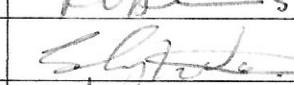
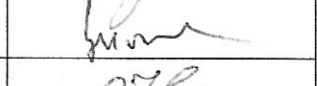
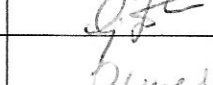
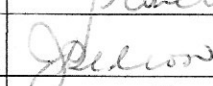



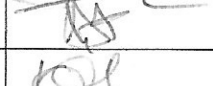
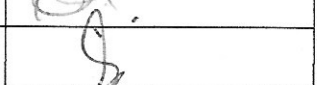
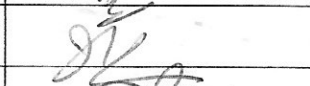

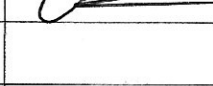




We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to and from the woodlot from the high density residences.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and asks that it reject the application to amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6. Please keep this petition on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

With respect to the "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6"

<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>
Scott Stewart & Karen Houlahan		2019-09-30	
Despina Spencer		10/24/19	
JAMES FERNANDES		08/12/19	
VINAY CHANDRA Gudipati		08/12/19	
MENECAOS TSENTZIDIS		08/12/19	
Reetu, Sanjeev Oberoi		08/12/19	
SUKHDEEP NAHAL		08/12/19	
Sarwan Singh Sehgal		08/12/19	
JETHURAMAN GURUMURTHY		08/12/19	
Puneet Hayer		08/12/19	
Joelwyn De Leon		08/12/19	
NELSON CIBAN		08/12/19	
Amandeep		11/10/19	
Long Kien Lee		08/12/19	
KEHAN AHMAD		08-12-19	
STEPHEN NILAM		08/12/19	
Kristal Hall		8/12/19	
SIVA GURRABOON		7/12/19	
Dr. Sergio Ten		7/12/19	
SABINO FERRO		DEC 7, 19	
TASDEM HOSGEM		Dec. 7, 19.	

From: Vinay Chandra < >
Sent: 2020/06/19 11:16 AM
To: Dykstra, Stephen; Whillans, Doug - Councillor; Palleschi, Michael - Councillor
Cc: Sandy
Subject: [EXTERNAL]Re: Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)
Attachments: Reference Images.pdf

Good day Mr. Dykstra, Mr. Whillans and Mr. Palleschi,

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 5 semi detached dwelling lots. City File #: C03W15.008 Ward #6" by Weston Consulting Group Incorporated.

The error in communication from the city on the dates of the meeting have created confusion within the residents on the date by which they should respond/contest the proposed plan. With COVID pandemic restrictions, the residents may not have had the chance to review or know about the notifications sent to them. Seems the construction company is being opportunistic in sending this proposal during such dire pandemic situations across the world and the residents of Canada are facing. The city should provide more time to the residents to prepare and represent their case on this proposal.

As residents of Ward 6 living at in the City of Brampton, we **OPPOSE** the proposal "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 5 semi-detached dwelling lots. City File #: C03W15.008 Ward #6". in specific the construction of Street "A" connecting to Treegrove Cres.

Based on the "Appendix 1 & 2" of the Draft Plan of Subdivision, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

Much of the concerns raised in 2018 by the residents are not addressed and the issues still remain the same. To add there are more vehicles and traffic since the traffic study was completed. We have more kids in the community now compared to 2017, the traffic study **should be discarded as the study was done close to the long weekend on June 28th close to Canada Day and many families are on vacation and it is obvious the traffic will be less.** Kids from neighbouring streets also come to the Treegrove Cres during summer to play. During the school year, between 8 and 9 AM there is heavy traffic on Sugarhill drive as parents drop the kids close to school. This already has an impact on the traffic at Sugarhill drive, Treegrove Cres, Rambling Oak and Thornbush Blvd. Adding another set of 150-200 cars on the Treegrove Cres will lead to very poor traffic control.

There are high density residential areas that are built and already in progress which are in line with the plan to accommodate more residential units.

The pain point for most resident is the Street "A" that connects to Treegrove cres, as proposed in my earlier email back in 2018 there are many examples of subdivisions planned with entry and exit points from a main road, in this proposal the planner should consider updating the plan to accommodate entry

and exit roads to Wanless Drive. This will be the best solution that residents on Treegrove Cres will most likely agree to.

a) Proposal to access the new "Street A" from Treegrove Crescent.

1. Because of the proposed new access to "Street A", considering 2 vehicles per new house we foresee an additional traffic of 150-200 vehicles or more on Treegrove Crescent regularly to and from the proposed 48 houses
2. This additional traffic poses real safety concerns to the present residents, especially to the families with toddlers, young children living on Treegrove Crescent and neighbouring streets who made a conscious decision to live on this street/neighbourhood to be away from the traffic concerns.
3. Introduces problems to the city and emergency vehicles in the event of disasters and house fires. Accessibility to "Street A" will be limited in the case of emergencies and will affect all residents at Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive and Thornbush Boulevard
4. New residents at "Street A" may decide to finish the basements and rent them, thereby adding more vehicles for parking and additional traffic on the Treegrove Crescent
5. Vehicle parking on Treegrove Crescent and neighbouring streets will consequently pose a risk and traffic nightmare to the commuters on the streets and city and emergency vehicles.
6. We sincerely think the access from Treegrove Crescent is not the best approach to "Street A"

b) Proposal to build High density residential houses on "Street A"

1. Like us, many families neighbouring the Treegrove Crescent consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
2. Will add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
3. Water pressure on our street is low and the new 48 houses will require City to upgrade the infrastructure to keep up
4. Will require additional infrastructure at neighbouring schools, parks and city services
5. Will add to the noise and pollution levels to the existing residents in the area
6. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 48 houses
7. Snow removal during winter at best rated is "poor" on Treegrove Crescent. New proposed housing will only add to the winter woes to the residents and neighbourhood
8. We sincerely think the properties 1265, 1279, 1303 and 1323 Wanless Drive should be for low density housing.

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

1. Remove the planned access to "Street A" from Treegrove Crescent.
2. Plan for Low density housing similar to the surrounding neighbourhood that would place less strain on the infrastructure
3. Update the access to "Street A" directly from the Wanless Drive. Build a ramp access from Wanless Drive to enter "Street A" and exit at Celestial Ct (Open access to Wanless Dr).
For Example, we ask the City council to review the below listed streets already existing in the Mount Pleasant neighbourhood. With around the same or less number of houses built at below

lanes, the residents have direct access from the main roads (Creditview Rd and Veterans Drive)
(Google Map Images attached for reference)

- a. Signature Lane (access to the housing complex via Creditview Road)
 - b. Ashen Tree Lane (access to the housing complex via Creditview Road)
 - c. Bonsai Lane (access to the housing complex via Veterans Drive)
 - d. Lanternlight Lane (access to the housing complex via Creditview Road)
4. Open access from Wanless to Celestial Ct, and Plan for access to "Street A" from Celestial Ct. adjacent to the Wanless Drive. There is open space at NW corner for the access to "Street A"
 5. Plan for access to "Street A" from Berries Drive and Williamson Drive. And compensate for the green space in Block 10(4,5,6) or Block 11
 6. Plan for access to "Street A" from Rambling Oak. And compensate for the green space in Block 10 (4,5,6) or Block 11

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

Thank you for your consideration.

Vinay Chandra Gudipadu Narendranath & Lakshmi Sandhyasree Petluri

On Mon, Jun 8, 2020 at 8:00 AM Dykstra, Stephen <Stephen.Dykstra@brampton.ca> wrote:

Good Morning,

The Public Meeting Notice that was sent out included an incorrect deadline date for responses from the public. The date on the Notice indicated June 5, 2020, the correct date is June 18, 2020. The date of the meeting is still June 22, 2020. I apologise for this error and any inconveniences or concerns that this caused.

Attached is the revised Notice with the updated date. This will also be corrected on the website. A revised physical copy of the Notice will not be sent out due to the printing time and mail-out times to reach the residents in ample time. This email is being sent to those that have provided a response in the past. Please feel free to pass this message onto others in the community while maintaining COVID-19 caution measures.

Lastly, I do apologise again for any inconvenience or concerns that the date caused.

From: Nelson Chan < >
Sent: 2020/06/04 10:58 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Re: South of Wanless Drive-C03W15.008

Nelson Chan

Dear Mr. Dykstra,

I am writing you, because I object to the zoning proposal of 43 townhouse units and 5 semi-detached dwelling lots. We already live in an overly crowded, dense neighbourhood. Adding more families will increase traffic and noise pollution, and of course more crowding.

Once again I object to this project and would like you to disallow this development proposal. We need more green space, for our children to grow and respect nature. If you have any questions, I can be reached at . Thank you for your time.

Regards,
Nelson Chan

Sent from my iPhone

From: Mahfuz Khalili < >
Sent: 2020/06/04 9:46 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Zoning Bylaw Amendment South of Wanless Road:
C03W15.008

Dear Stephen Dykstra,

I live in the , Brampton. I have concern of safety and security of our children in the Treegrove Crescent due to excessive traffic to/from that high density area through our area.

Therefore, I object to this bylaw amendment.

Kind regards,

Mahfuzur Rahman Khalili

From: Tehseen Ahmad < >
Sent: 2020/06/05 5:36 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]zoning by-law ammendment

Hello, My name is Rehana Ahmad. Hope you are doing well during this time. As a resident of Treegrove crescent for the past 9 years, one of the main highlights of this neighbourhood is its quietness. Over the years we have seen the neighbourhood grow around us and have never had a complaint, it's great to see the city grow and create housing for more people joining us. The closed community is great for young children who often resort to playing in the street. Although they stay off the road and try to stay as safe as possible with more cars moving in and out of the area it would naturally become a more dangerous neighbourhood and not preferable for one to live in.

From: Sethu Guru < >
Sent: 2018/07/11 5:16 PM
To: Dykstra, Stephen
Subject: 2128743 ONTARIO INC. – WESTON CONSULTING GROUP INCORPORATED

Dear Stephen Dykstra,

I am Sethuraman Gurumurthy, house owner of

This is regarding the application 2128743 ONTARIO INC. – WESTON CONSULTING GROUP INCORPORATED.

I would like to oppose the proposed plan.

Reason: Accessing the proposed site (50 Town house and 6 Single units) thru Treegrove Crescent would result more traffic.

To my knowledge the Treegrove cres is 15Ft wide road. The new site is going to have 50 town homes may have 50 to 60 CARs and 6 Single units may have 10 to 12 cars which result in 70 to 75 Cars accessing thru Treegrove crescent which will be more congested. Also the proposed site has not thru street. In case of any emergency all the residents have to use only Treegrove Cres which is going to be very critical and congested.

If the proposed site has direct access from Wanless Dr would be great helpful for all the current and future residents.

Because of the above reason I would register my opposition for the proposal of 2128743 ONTARIO INC. – WESTON CONSULTING GROUP INCORPORATED.

Thanks & Regards,
Sethuraman Gurumurthy

Stephen Cecutti & Despina Spencer

June 19, 2020

Dear Mr. Dykstra,

Re: City File #C03W15.008 – Ward 6

We continue to be very concerned regarding the proposed development and are highly opposed to the current application.

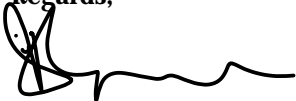
When we first purchased our home on Treegrove Crescent, we were aware that the lot just north east of us would eventually be developed with a few single family homes (low density). Now, the proposal is for 53 or so dwellings. Here are my concerns:

1. Safety – 53 dwellings means at least 53 vehicles, and more likely 106 or more vehicles travelling on the quiet crescent, where children often play on the road, as kids should do on a quite crescent. For this reason, if the 53 go ahead instead, I would highly suggest access via Wanless Rd. If this isn't an option, the plan should revert to low density, with access from Treegrove Cres. NOTE – our preference, and the expected outcome, would be to revert to low density housing, and we would ONLY be open to medium/high density IF access was from Wanless Rd.
2. Protected Forest – the forest/woodlot just east of Treegrove Crescent and its ecosystem will be detrimentally impacted by the development of 53 units. The city MUST ensure that all efforts are made and all requirements are met in order that the natural heritage system is preserved.
3. Infrastructure – our water pressure is currently poor, at best. Adding another 53 units to the area will put even further strain on the already poor infrastructure.
4. Noise/Privacy – we are concerned that a high density subdivision will affect the quality of life that we paid good money for, when we paid a premium to live on a a crescent that backs onto a woodlot.

We hope the city hears our concerns and acts accordingly.

Thank you for your time and attention to this matter.

Regards,



Stephen Cecutti & Despina Spencer

From: on behalf of Steve Cecutti
Sent: 2018/07/10 10:11 PM
To: Dykstra, Stephen
Cc: Despina Spencer
Subject: City File #C03W15.008 & 21T-18001B Ward 6

Mr Dykstra, On behalf of my wife and I, I am writing to you ahead of July 11 meeting regarding the above proposal. My wife and kids live on _____ and have done so since the houses were first erected almost 11 yrs ago. At the time we purchased our home, we were aware of possible future plans to develop the land which is currently occupied by 4 houses fronting Wanless Dr. The understanding at the time was that another 6-10 homes may be put up at some point in the future.

Recently, we received notice that the above proposal involves 50 townhomes and 6 detached houses and I cannot say strongly enough how surprised we were. I would like you to know that we are opposed to the proposal as it currently is drafted. We do plan on attending tomorrow's meeting and would hope to see you there as well to impress upon you our desire to see amendments made to the proposal; we cannot possibly hope that the development will never happen (although that would be the best outcome in our view).

We're not opposed to development per se, but such high-density seems uncalled-for in an well-to-do area of Brampton, especially with sole access to the 56 properties from a quiet crescent such as Treegrove. 56 properties would likely mean somewhere between 50 and 112 more cars zipping up and down Treegrove, a street that provides relatively carefree area to the children on our street. Increased population density brings increased infrastructure load, increased traffic risk, increased noise and diminished property values for existing homes. These are all negative impacts on our community, while high-density would only seem to serve the developer as well as Brampton's property tax coffers.

I do not know if you are aware, but in winter, our quiet crescent is currently under-serviced as far as snow removal goes. Increased traffic via Treegrove would also be more hazardous and may even block the crescent on heavy snow days.

In our view it would make more sense for access to this new enclave be from Wanless Drive itself. This might have the added benefit of moderating traffic speed on Wanless. The land currently set aside for access could then accommodate 2 more detached homes. Additionally, we think it prudent to safeguard the woodlot against potential damage by future high-density occupants by erecting a tasteful but deterring 9' wall.

Failing this, a lower density of 10-15 homes higher-end homes could be supported off of Treegrove.

We hope you take our concerns, as well as those you've no doubt received from our neighbors seriously and will strive to come to a mutually satisfying arrangement.

Thank you,

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

To the City of Brampton

Attn: Mr. Stephen Dykstra – Development Planner

Mr. Dykstra

As citizens of the City of Brampton and residents of Ward 6, living on _____, we wish to go on record as opposed to the current “**Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots. City File #C03W15.008 - Ward #6**”.

The proposed development presents a density target of 26 units per hectare for the townhouse portion and 4.6 units per hectare for the semi-detached portion amounting to a total density of 30.8 units per hectare. As the applicant acknowledges, the proposed density exceeds what is stipulated in both the Official and Secondary Plans.

While the Official and Secondary Plans allow that: “consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment”, this is conditional upon the provision of “a satisfactory planning justification”. We do not believe that sufficient justification can be offered to deviate from the Plan(s).

Also it is noted that the Provincial direction of the Growth Plan and PPS is for greater density and intensification within Built-up Areas, but this location presents some unique circumstances that would favour the original density envisioned for the site.

1) ROAD ACCESS & SAFETY

The plan of subdivision includes a new access road from Treegrove Crescent. Our concern is the introduction of additional 53 to 106 vehicles (or more) regularly using Treegrove Crescent as the single access to and from the planned 53 dwellings. This added traffic would pose an elevated health and safety risk for residents, and in particular to the health and safety of the younger children living on Treegrove Crescent as well an increased risk to the property of existing residents.

The city plan for a Treegrove Crescent road access was drafted in anticipation of extending LOW DENSITY development of single detached properties onto the four properties in question. Opting for higher density development could place a higher risk of liability upon the city, should damage, injury or death occur that can be partly attributed to poor planning and approval of a development not taking into full account the effects upon safety. At the least, carrying out a

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

proper and professional Risk Analysis, with appropriate risk mitigation measures included, would be prudent.

- The planned ‘S-Turn’ and intersection stop could induce a sort of ‘venturi effect’, whereby the held up drivers may accelerate and speed down Treegrove once past the bottleneck at the entrance to the development. Children play on, and pets cross the crescent routinely and drivers need to exercise heightened awareness of this hazard.
- Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent at times, and a moderate to heavy snowfall could entirely block access to and from the new development, if by way of a Treegrove Crescent access point.
- The mandate of the applicant’s submitted transportation study was to predict future traffic congestion and delays – “**levels of service**”. Noting within its terms of reference related to assessing for predicted road safety issues. Also the traffic study may have been inaccurate, given that it was a one day survey conducted on **June 28, 2017 – during peak holiday season, when schools were closed for summer break, and right before the Canada Day long weekend – all contributing to reduction in traffic activity.** The study’s low traffic count result could be commensurate with drivers remaining home, or being away from home at this time of year. *If anticipated traffic load is predicated upon a mistaken low traffic count, then errors in predicted traffic loading could be large. With 53 new units proposed, and with at least two cars each (four cars on a two car driveway are common in the area), a predicted increase to 44 cars in non-holiday peak traffic times would appear to be low from the outset.*
- Both Rambling Oak Drive and Sugarhill Drive have experienced very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, **due to their legitimate fears for the safety and security of their children.**

If council is considering approval of this higher density development then we request council to reopen the official plan and to examine approval of a road access directly from Wanless Drive.

- While we acknowledge it is the city’s desire to limit access to collector roads, we submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless at lot 1265 would be a more logical option in lieu of the proposed entrance off Treegrove Crescent.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

Access from Wanless Drive into the existing properties already exists, and simplifying the proposed road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic intersecting across Wanless Drive, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable to us, should the current proposed road access plan remain unchanged we ask that consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive in order to at least curb the almost certain increase in speeding traffic.

2) PROTECTED LANDS- Peddle Woodlot

We are concerned that with such an increase human activity adjacent to it, there will be negative impacts upon the existing wetland within the wood lot, as well as to the species of flora and fauna that call the woodlot home.

As presented in the plan, there does not appear to be sufficient allowance made for the required buffer to the protected Peddle Woodlot. The City had advised the applicant that it does not support encroachment into the natural heritage system, which includes buffers. And that the development proposal and EIS must be revised to reflect the 30 meter buffer of the Provincial Significant Wetland PSW and no encroachment within it. We didn't see that this requirement has been addressed to the satisfaction of the city, nor are we certain that the required 10 meter buffer to the dripline has been adjusted to the satisfaction of the city

3) INFRASTRUCTURE

We are concerned that a high density development tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

We submit that a low density housing development would place less of a strain on existing infrastructure.

4) SECURITY

We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to and from the woodlot from the high density residences.

5) QUALITY OF LIFE

We are also concerned about the diminished quality of life being adjacent to a high density subdivision, which is almost a certainty from increased noise and diminished privacy.

6) HEALTH AND SAFETY

We are also concerned about the potential health risk should an increase in density be approved. The Corona Virus has demonstrated that the hardest hit areas are where there are larger concentrations of people and the city has experienced difficulties in controlling COVID type pandemics. Employers who had been planning on converting to higher density offices and activity based work stations have realized that putting too many people to close together will pose an increased risk to their employees. Current limitations on social gatherings imposed in the Peel Region speak to the same concern. There is no guarantee that outbreaks will cease, or that future pandemics will not happen. This city council should look to the current situation and opt to proactively mitigate the control of future outbreaks of disease by only approving a low density subdivision.

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and ask that it reject the current application to amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6. Please keep this petition on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

Karen Houlahan & Scott Stewart

From,

Ajindrapal Singh, Gurdeep Kaur Narula, Rasna Kaur,

Good day Mr. Dykstra, Mr. Whillans and Mr. Palleschi,

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6" by Weston Consulting Group Incorporated.

As residents of Ward 6 residing at _____ in the City of Brampton, we Strongly OPPOSE the proposal "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6"

Based on the "Appendix 1 & 2" of the Draft Plan of Sub-division, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Celestial Crt, Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

a) Proposal to build High density residential houses on "Street A",

1. As a resident of celestial Crt, we paid premium prices for our lots, considering these are ravine lots, with the new proposal we will lose our ravine lots and will be backing on to the huge detached and townhouses, This will reduce our house price drastically and even the privacy and greenery we considered while buying this home.
2. Like us, many families neighbouring the Celestial Crt consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
3. New Houses add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
4. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 56 houses. This removal will effect the environment of our neighbourhood
5. Water pressure on our street is already low and the new 56 houses will require City to upgrade the infrastructure to keep up
6. We sincerely think the properties 1265, 1279, 1303 and 1323 Wanless Drive should be for low density housing.

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

1. Limit the no. of houses proposed in the area or keep the existing zoning in place

2. Save the greenspace and stop any new units directly backing on to our houses.

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

Thank you for your consideration.

Anticipating a favourable reply,

We thank you for your consideration,

Yours sincerely,

Ajindrapal Singh,

Gurdeep kaur,

Rasna kaur

**Please review the City of Brampton e-mail disclaimer statement at:
www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx**

From: Danielle Abelha < >
Sent: 2018/07/11 6:01 PM
To: Dykstra, Stephen
Subject: File no. C03W15.008 & 21T - 18001 B Ward no. 6 Fwd: Not happy about the proposal to build

See below

I will also forward this to our counsellor for the area

----- Forwarded message -----

From: **Danielle Abelha** < >
Date: Wed, Jul 11, 2018, 5:58 PM
Subject: Not happy about the proposal to build
To: <stephen.dykstra@brampton.ca>

Proposal to build new homes in our neighborhood. We live on .. We don't have enough parks now for the kids we have and the streets are so busy. These new homes will not be exiting onto Wanless according to the proposal we received. Why should all that traffic come through our streets? Besides, knocking down all those mature trees when all the new trees along Wanless are dead and not replaced by the city of Brampton. This is all the benefit the builder and whoever else make a money from it. Nothing good for us who already live in this neolighborhood. Just adding to the frustration we already have.

To: Stephen C. Dykstra MCIP, RPP - Development Planner III
Planning, Building and Economic Development, City of Brampton
Stephen.Dykstra@brampton.ca

June 18, 2020

Re: Public Notice Update - 1265, 1279, 1303, and 1323 Wanless Dr (C03W15.008)

We are very disappointed at the current plan that has been proposed in our community as referenced in the city file above. In our opinion, there are numerous issues with the proposed plans. We have serious concerns with **both** the number of additional homes proposed, and the zoning to have access only from Treegrove Cres.

As residents of _____ since the community was built, we have grown into a safe community of neighbors who take pride in our homes and care for each other. We realize that on the original plans for the community, there was zoning for “future residential”, however to more than double the number of residents which would only gain access from Treegrove Crescent is illogical and unsafe!

Safety for the residents on the street is one serious concern. As only one side of the street has a sidewalk, residents are crossing the street very often for walking to the mailbox, to school, and to public transit. With the increased amount of traffic on our crescent, our worst worry is that a child could be struck when crossing or playing on the street, as children do very often here. Drivers exiting the newly built street turning the corner would become a serious potential danger to all the residents on Treegrove.

Another concern is the amount of illegal basement rentals which are typical to Brampton. Aside from the obvious new toll on water pressure and sewer systems that the new development would bring, illegal basement rentals would only make that worse. Overcrowding in Brampton is already a concern.

Furthermore, another issue that doesn't seem to be paid attention to by the city (and will most certainly occur with the new development) is the parking of vehicles on front lawns, people paving their front lawns, and parking more vehicles than intended for the lot size. This is a major eyesore and we feel that for the property taxes we pay in Brampton that this brings down the “curb appeal” of the city as a whole.

Understanding that a development of homes in the proposed location is inevitable, one suggestion (if an entrance must be from Treegrove, which we still oppose), is to have a one way out relief onto Wanless at the end of Treegrove, similarly to Cloverdale Drive onto Clark Drive, in the area of Central Park Drive.

Lastly, for the sake of our community, we would plead that fewer homes be built rather than the proposed large number townhomes and semi-detached homes. The understanding at the time we purchased our home was that there would be a small number of houses built. That was a **reasonable** plan.

We can only plead that you take our concerns seriously, and consider recommendations, as we feel our community is in jeopardy.

One final question for the City of Brampton / Weston Consulting / Coscorp Wanless Inc – would you want to live in a home on Treegrove Crescent according to these proposed plans?? If you were in our position, would you accept it??

Thank you for your time.
Menelaos & Sandy Tsontzidis,

From: [REDACTED]
Sent: 2020/06/18 5:37 PM
To: Danton, Shauna; Dykstra, Stephen
Subject: Re: [EXTERNAL]Pre-register for virtual Public meeting (City File #: C03W15.008)
Attachments: Treegrove-typical day.jpg

Thank you Shauna.

I have already sent my email to Mr. Stephen Dykstra separately as follows. Resending to you in case you need it as well.

Also please include the attached picture to represent Treegrove Crescent's Demographics and activity to some extent.

[REDACTED]
Thanks again,
[REDACTED]

=====
From: [REDACTED]
Date: Fri, Jun 5, 2020 at 11:13 AM
Subject: Concerns: City File #:C03W15.008; Ward #6
To: <Stephen.Dykstra@brampton.ca>
Cc: [REDACTED]

Greetings Mr. Dykstra,

As a citizen of the City of Brampton and a resident of Ward 6, living on Treegrove Crescent, I hereby go on record as **opposed** to the current "**Application to Amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots. City File # C03W15.008**"

While we do plan to attend the City Hall meeting scheduled for 7 pm June 22, 2020, we also wish to have our position on record as follows:

- Undue traffic and curbside parking in the neighborhood due to vehicle traffic of the proposed high density dwellings not just for the most impacted Treegrove Crescent but also Thornbush, Rambling Oak.
 - It seems not all residents of aforementioned streets have been notified of the possible traffic and safety impact that will be incurred due to the subject proposal.
- Safety of residents, especially young children residing in Treegrove Crescent is of great concern due to an increase in tremendous vehicular as well as pedestrian traffic

(estimated 100+ cars for the future residents and visitors of 43 townhomes and 5 semi-detached dwellings).

- The existing home owners have purchased 45' detached properties in the "crescent" because it provides for a quiet and kid friendly neighborhood. Making the crescent a thoroughfare for a high density neighborhood not only negates the definition of a crescent but also implies the home owners find a new dwelling if the city approves and proceeds with the proposal. When we purchased the property, there was no indication or disclosure of a high density development for the subject location and even a remote idea that a crescent could be infringed. I firmly believe that the current Treegrove crescent development at the time was approved based on infrastructure design and provisioning for the current number of dwelling units. It is hard to imagine that this crescent will be a thorough fare for additional 48 residential units.
- The builder of proposed high density homes will benefit at the expense of devaluation of properties of not just 50 existing home owners in the crescent but also other connecting streets.
- Duress on already stressed out infrastructure:
 - Water Pressure is already low in our street - Treegrove Crescent
 - Brisdale Public school is already over capacity
 - § Furthermore, access to and parking at and near the school is already insufficient for existing residents.

Suggestion is to have the plan amended to either or both below:

1. Low to medium density housing in the proposed development area.
2. Provide access to the proposed new development from Wanless drive via a window access.

We sincerely hope the City heeds the safety and security concerns of existing residents.

Please place this message on record and kindly keep us informed by email/ letter-mail any decisions taken by the City.

Thank you and the Council for your consideration.

[REDACTED]
[REDACTED] Treegrove Crescent [REDACTED]

=====

On Mon, Jun 8, 2020 at 11:54 AM Danton, Shauna <Shauna.Danton@brampton.ca> wrote:

| Hello Sam,



Thank you for your email and interest in participating in the June 22 Planning and Development Committee Meeting.

Please note that due to the current public health crisis, Committee meetings are virtual and in-person attendance is restricted.

There are a few options for participation in a virtual committee meeting. Please see the attached document and respond to me with your preferred method of participation. Please include any required forms/written correspondence with your response.

Please contact me if you have any enquires.

Thank you,

Shauna

Shauna Danton

Legislative Coordinator, City Clerk's Office
City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2
T 905.874.2116 | F 905.874.2119 | E shauna.danton@brampton.ca



From: Dykstra, Stephen
Sent: 2020/06/19 10:49 AM
To: John Moffat;
Subject: RE: [EXTERNAL]RE: C03W15.008 Meeting - Will be attending - presenting

John,

Thank you for the email.

I apologize for the lack of updated materials on the website – I will ensure that this information is updated as soon as possible. During the COVID disruption not everything has been going as well as you can imagine.

It is true that the lands are currently zoned 'Agricultural'. The purpose of this application is to change the zoning permissions to permit the townhouse and semi-detached development.

With respect to your Questions, these will be answered as part of a future Report. The purpose of the Public Meeting is to gather all of the concerns and questions from the Public and Council members.

Regards,

Stephen Dykstra *MCIP, RPP*
Development Planner III
Tel: (905) 874-3841

From: John Moffat <j >
Sent: 2020/06/19 12:47 AM
To: City Clerks Office <City.ClerksOffice@brampton.ca>; Dykstra, Stephen <Stephen.Dykstra@brampton.ca>;
Subject: [EXTERNAL]RE: C03W15.008 Meeting - Will be attending - presenting

Most of the documents provided on the site (<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=C03W15.008>) are out of date (they show models of the site that are not the one proposed for this meeting) and are therefore non-compliant with this Application - as a result, shouldn't the Applicant have to re-submit up to date articles prior to making this Application?

According to the City of Brampton Website, the properties are still zoned Agricultural, and per our discussion and from the original meeting, only single family homes can be placed on the units directly adjoining existing residential. The new proposal changes this from

"New proposal to permit 56 lots with 50 Townhouses and 6 single detached units"

to

"Application is proposing the development of 43 townhouse units and 5 semi-detached dwelling lots"

Interesting as the map on the Tree Evaluation Report (Nov 2019) shows semi-detached not single detached units:

https://www.brampton.ca/EN/Business/planning-development/devapps/ApplicationFiles/C03W15.008/Revision%201/R1_Tree%20Evaluation%20Report.pdf

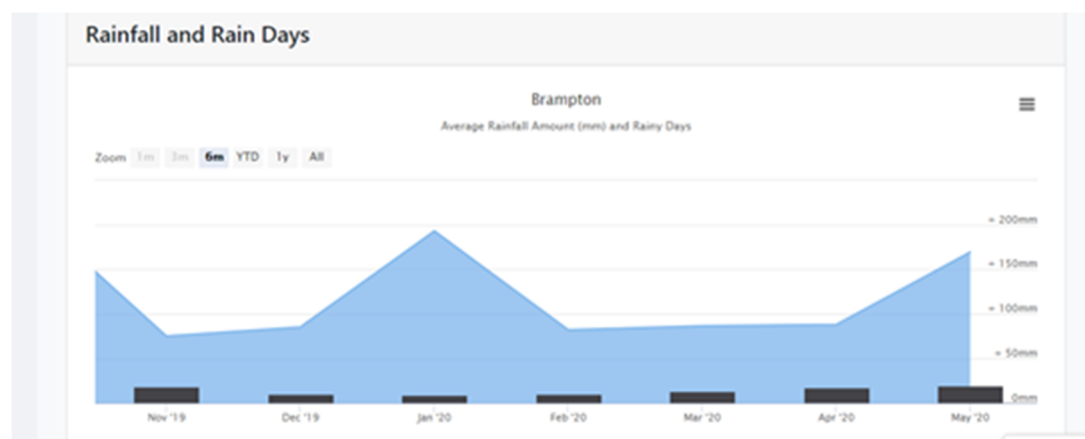
Questions:

1. The R1_sustainability report states that there is a recreation within 800 metres - the closest is Cassie Campbell - it is 1.9km (1900m) away. Therefore the report is inaccurate - should this not be changed?

https://www.google.com/search?q=Cassie+Campbell+Community+Centre+to+1265+wanless+road+brampton&rlz=1C1GGRV_enCA751CA751&oq=Cassie+Campbell+Community+Centre+to+1265+wanless+road+brampton&aqs=chrome..69i57.14304j0j4&sourceid=chrome&ie=UTF-8

1(b) I am also concerned about the ability to handle rainfall (under 5mm) and TSS (under 10mm) when the latest data for Brampton shows us.

<https://www.worldweatheronline.com/brampton-weather-averages/ontario/ca.aspx>



With this many units, how can this be sustainable without flooding? Will Residents be able to have flooding and sewer backup flooding insurance as a result?

2. In the Tree Evaluation Report, the trees that are to be retained - are according to an overlay of the new application - will not be retained as they would be directly in the path of new housing. How is this possible?
3. If there are any cars parked in the road, snowplows will not be able to get by -
 - (a) How will the City be able to properly maintain safe roads
 - (b) If there is no plow, 25+ Residents will not be able to safely traverse the road.
4. As the entrance way will be off TreeGrove Crescent, how will traffic be impacted at busy times of the day? Where is the traffic survey that speaks to this?
 - (a) What about safety of children / elderly / disabled person within the area?
5. We were informed by the Councillors that new buildings had to be 30 feet from a woodlot - this is definitely not maintained throughout the proposal - how is possible?

From: karenandscott karenandscott < >
Sent: 2018/08/09 12:01 PM
To: Lozinski, Julie; Dykstra, Stephen
Cc: Whillans, Doug - Councillor; Palleschi, Michael - Councillor; Dhindsa, Rupinder
Subject: Re: City File #C03W15.008 - 1265, 1279, 1303, 1323 Wanless Drive

Good day ,

This letter /message is an addendum to our earlier message (attached) to Mr. Steven Dykstra dated July 11, 2018, with respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots.**City File #C03W15.008 & 21T-18001B Ward #6.**

(Please forgive any email protocol violations - I've added some **boldface font** to some text merely to highlight some points. No shouting is intended at all! :)

1. The Proposed Development:

The builder presented the following as Justification for the significant increase in housing density: *"The subject lands are designated as “Low Density Residential” based on Schedule SP 44 (a) of the Secondary Plan (Figure 9). Secondary Plan Area 44, Fletchers Meadow, which contains the subject lands, is considered a newer secondary plan area and therefore subject to the “New Housing Mix and Density Categories”. The “Low Density Residential” housing category is described as having a maximum density of **30 units/net hectare (12 units/net acre)** and permits single detached homes. Section 3.1.17 of the Secondary Plan states that areas designated as Low Density Residential shall have a density rate that does not exceed 12.4 units per hectare (5 units per acre) of net residential area and will include single detached homes. The **Official Plan** states that for lands designated as Low Density Residential shall have a maximum density of 30 units/net hectare (12 units/net acre), which allows for greater density than what is identified in the Secondary Plan."*

My argument:

As I read it, the builder's Justification seems to convolute and obscure the policies from both the Official and Secondary plans to the advantage of their proposal. Also, it would be assumed that either the Secondary Plan prevails or the Official plan does. Which is it?

The Official plan **stipulates a required net density of 12.4 units per hectare** for these properties - not 30 units. The builder's proposed development plan drives the density to 33.5 units per net hectare, thereby almost tripling the effective density on these lands according to the Official Plan; as well as effectively tripling the traffic loading onto Treegrove Crescent.

Neither does the proposal comply with the Secondary Plan Area 44, Fletchers Meadow, for “the Low Density Residential housing category”.

The proposal claims a total density of 33.5 units per hectare(average?)which exceeds the maximum density per net hectare of both the Official Plan and the Secondary Plan. (The developer's proposal/justification seems to drop the "per *net* hectare" stipulation).

There are only **6 units of detached homes** proposed for the development. (*It would seem to appear that the 6 single detached homes included in the plan could be for the purpose of reducing the apparent net density per hectare of the high density development area*)

The builder's Justification quoted from **4.2 Growth Plan for the Greater Golden Horseshoe (2017)**as follows:

*"... The overarching mandate of the Growth Plan is to promote intensification and the efficient use of land, **infrastructure** and resources through a compact, transit supportive and contextually appropriate built form. Section 1.2.1 provides the following guiding principles that apply to the development of the subject lands: ...*

*e) prioritize planning and investment in **infrastructure** and public service facilities that will support intensification ...".*

My argument:

The community is very concerned that tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas. Acknowledged that Treegrove is serviced by a 150 mm water-main, but Peel Region "strives to supply water at 40 psi.", and residents of Treegrove Crescent have experienced many low water pressure issues over the past ten years. (*At peak usage periods, in the summer of 2010 and 2011 but also as recently as two years ago, experienced measured water pressure as low as 10 psi.*)

2. Traffic

From their Transportation Study the builder offered the following Justification to their proposal: "**3.3.8 Transportation Study. The Transportation Study was undertaken by NexTrans Consulting Engineers to evaluate the traffic and transportation network conditions in regards to the proposed development. The study concluded that based on the development proposed, the amount of traffic anticipated are not expected to cause intersection **capacity issues**. The study of the intersections and proposed access are expected to operate with excellent **levels of service**, and therefore no mitigation measures are required**".

My argument:

The transportation study mandate is to predict future traffic congestion and delays – "levels of service". Noting within its terms of reference relate to assessing for any predicted **road safety issues**. I, and the residents that I have spoken to, are concerned about the potential for an exponential **increase in risk of traffic related injuries and accidents**, in particular affecting

children living on Treegrove Crescent. Hazards resulting from traffic flow, street side parking congestion, and from inevitable occasions of speeding on the crescent will certainly increase many fold.

Further, I and the residents are concerned that the traffic study may be woefully inaccurate, given that the one day survey was conducted on **June 28, 2017—during peak holiday season** and when schools are closed for summer break. Both Rambling Oak Drive and Sugarhill Drive already experience very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, due to their legitimate fears for the safety and security of their children. I would argue that mitigation measures must be considered.

The study's low traffic count result could be commensurate with drivers remaining home, or away from home at this time of year.

If anticipated traffic load is predicated upon a mistaken low traffic count, then errors in predicted traffic loading could be large.

With 56 new units proposed, and with at least two cars each (four cars on a two car driveway are common in the area), a predicted increase to 44 cars in non-holiday peak traffic times would appear to be low from the outset.

We are certain that the City would be most concerned about any liability it may assume from injuries or death suffered by resident children resulting from any traffic accidents, due in part to Council's approval of access to a relatively quiet crescent street from to an infusion of 50 high density residences into the proposed development, without having performed both a formal Risk Assessment on such changes deviating from the Official Plan, and ensuring that any supplied Traffic Study has been performed at a representative and comprehensive time frame.

Also,

While it is acknowledged that it is the city's desire to limit access to collector roads, **the current residents unanimously expressed their desire for the city to examine the merits of allowing an entrance to the new cul-de-sac directly from Wanless Drive at lot #1323, in lieu of the proposed entrance off of Treegrove Crescent,** given this proposal to increase the number of units planned for the subject lands to 56 homes. The original plan to access Treegrove Crescent took into account only single detached homes within the subject lands. The proposed high density development presents a relatively unique situation, given its location adjacent to an existing crescent road and abutting onto a protected woodland. Permitting the 56 households to access to Wanless Drive directly rather than gaining the same access to Wanless Drive via Thornbush Drive would relieve the concerns of the current residents. The only possible issue could be a minor widening of Wanless Drive (*if even necessary*) at the location in order to accommodate a westbound left turn lane at such entrance. I believe that this would be relatively easy to achieve. Though not actually measured, I believe that there is only a 3 meter difference in road width between the Thornbush Wanless through intersection and the location of the current driveway at lot # 1323. Also, it is my opinion that the costs for accommodating an addition of a

west bound left turn lane could possibly be offset by selling to the builder the reserved property currently allocated for the access road off of Treegrove Crescent. Such an access point would eliminate any increased safety hazards, and would avoid any increased congestion along Treegrove, Rambling Oak, and the Sugarhill/Brisdale intersection. The builder too has informally expressed to several of the local residences his own desire for a Wanless Drive access point, for reasons of his own.

3. Protected Woodland:

From the Environmental report the builder offered the following justification to their proposal: *"As per policy 4.6.13.7(iii), a minimum 10 metre buffer to define the limit of development will be required from all natural features, such as from the dripline of woodlands, urban forest features or other significant vegetation. Based on the staked dripline undertaken with CVCA Staff on June 22, 2017, the feature limit is not consistent along the full extent of the woodland boundary (Figure 8). The dripline straddles the property line and in some instances is setback several metres from the property line.*

Through this report and accompanying environmental justifications, the woodland buffer will be applied as a 'setback' of varying depths from the staked dripline. This will allow for an ununiformed buffer area where portions of the buffer are less than 10 metres and other areas are greater than 10 metres. This will ensure that an appropriate buffer is applied along the entirety of the subject lands, which will be sufficient in preserving the integrity of the feature."

My argument:

As the builder's plan and justification admit to, the staked dripline straddles the property lines – in some places significantly. **The proposal to assume some sort of a median line; and to declare the property back yards as buffer, does not comply with the policy requirement.** I would expect that, preexisting homes currently backing onto the woodland notwithstanding, the most recent provincial/regional/municipal environmental requirements (policy 4.6.13.7(iii)) must be upheld for any new development.

The above expands upon our own concerns, but I have talked to many Treegrove residents who agree. I am sure that they too will present to you their personal concerns.

Would you please ensure to add this letter to the official records, for consideration by Council as to the proposal to amend the zoning and designation bylaw of the lands in question.

Thank you very much for your consideration.

Scott Stewart and Karen Houlihan

p.s. Several residents have expressed their desire to meet with Councillor Whillans. Please advise how we can arrange for such a meeting.

----- Original Message -----

From: karenandscott karenandscott < >
To: "stephen.dykstra" <stephen.dykstra@brampton.ca>
Date: July 11, 2018 at 4:24 PM
Subject: Fwd: City File #C03W15.008 & 21T-18001B Ward #6"

Good day Mr. Dykstra.

This message resent today as I believe it failed delivery earlier.

Best Regards

Scott Stewart

----- Original Message -----

From: karenandscott karenandscott
< >
To: "Stephen.Dykstra@brampton.ca"
<stephen.dykstra@brampton.ca>
Date: July 9, 2018 at 7:17 PM
Subject: City File #C03W15.008 & 21T-18001B Ward #6"

Good day Mr. Dykstra

**With respect to the recently received notification of
"Application to Amend the Zoning By-Law and Plan of
Subdivision to permit 50 townhouse units and 6 single
detached dwelling lots. City File #C03W15.008 & 21T-18001B
Ward #6":**

As a citizen of the City of Brampton and a resident of Ward 6,
living on , I wish to go on record as opposed to
the current **"Application to Amend the Zoning By-Law and
Plan of Subdivision to permit 50 townhouse units and 6 single**

detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”.

While we do plan to attend the City Hall meeting scheduled for 6:00 pm July 11, we also wish to have our position on record as follows:

1) The first concern, based upon the Appendix 1 “Draft Plan of Sub-division” showing a new access road from Treegrove Crescent, is the introduction of up to an additional 50 to 100 vehicles regularly using Treegrove Crescent as the single access to and from the planned 56 dwellings. This added traffic would pose an elevated safety risk for residents, and in particular to the young children living on Treegrove Crescent. Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside.

Removing the planned access from Treegrove Crescent, by making access directly off Wanless would seem to me a more logical option. Access from Wanless to the existing properties there already exists, and simplifying the new road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan.

There would be no through traffic across Wanless, and with double lanes already in place, it would be our uninformed opinion that there would not be any immediate need for traffic lights there.

Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.

While far less desirable we would ask that, should the current proposed road access plan of Annex 1 remain unchanged, consideration be made for installation of speed bumps at both entrances to Treegrove Crescent and within 20 meters of the new access drive to at least curb the almost certain increase in speeding traffic.

2) Secondly, when we purchased our properties in 2007 there was no indication that high density housing was proposed for the location. It was already zoned as residential.

High density housing will surely tax existing infrastructure.

Water pressure on our street is quite low as is.

Snow removal is already poorly supported on our crescent at best, and would entirely block access to the new development on the heavier snow days.

We submit that low to medium density housing would place less of a strain on that infrastructure.

3) Third we are concerned about potential diminished security with the influx of so many people into the block and the ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We ask that consideration be made for construction of a 9' solid fence to be included in the plan in order to better restrict access to the woodlot from the high density residences.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security.

Please place this message on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

Thank you and Council for your consideration

Scott Stewart & Karen Houlahan

----- Original Message -----

From: "Lozinski, Julie" <Julie.Loizinski@brampton.ca>

Date: July 16, 2018 at 11:30 AM

Good morning Scott – As per your telephone conversation with Councillor Whillans, please visit <http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Welcome.aspx> to view all submitted documents for the proposal.

We have also attached the staff report for your convenience.

Kind regards,

Julie Lozinski on behalf of Councillor Whillans

Constituency Assistant

Regional Councillor Michael Palleschi &

City Councillor Doug Whillans

(905) 874-2602

julie.lozinski@brampton.ca

As of January 1st, 2016, the City of Brampton has adopted a Lobbyist and Gift Registry. If this applies to you, please click on the following link to register:

<http://www.brampton.ca/EN/City-Hall/Lobbyist-Gift-Registries/Pages/Welcome.aspx>

Please review the City of Brampton e-mail disclaimer statement at:
www.brampton.ca/en/Info-Centre/Pages/Privacy-Statement.aspx

From: Sandy Tsontzidis < >
Sent: 2018/07/11 11:44 AM
To: Dykstra, Stephen
Subject: Re: Residential building development concern (C03W15.008)

Thank you very much!

From: Stephen.Dykstra@brampton.ca
Sen

Cc: Krista.Walkey@brampton.ca
Subject: RE: Residential building development concern (C03W15.008)

Sandy,

You are going forward in the correct manner.

You have provided a written letter/email to me, which I have forwarded to the City Clerk and is now part of the City records. The topics you raised will also be presented to the Committee this evening for their consideration.

You may also present before the Committee this evening (the proper term is a 'delegation') and in addition provide additional correspondence after the meeting. A delegation can speak to Council for 5 minutes and share their comments for Council's consideration. Please note – a decision will NOT be made tonight; but rather is intended to raise support for, or objection to a proposal so that staff may address items in a future report to Council.

When providing comments for an application, it is best to address measurable criteria or refer to City policies; Official Plan, Zoning By-law, environmental regulations for example.

Once the Public meeting has been completed, Planning staff compile all of the information from all of the internal and external agencies and comments from the public and will provide a Recommendation Report to Council at a future date. The report will recommend either approval or refusal and will respond to all of the information provided by the public and agencies included in the report.

I hope that this is helpful.

Stephen Dykstra *RPP, MCIP*
Development Planner
Tel: (905) 874-3841

From: Sandy Tsontzidis < >
Sent: 2018/07/11 10:51 AM
To: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: Re: Residential building development concern (C03W15.008)
Thank you for your quick reply!

I'm not familiar with the process of opposing the development - would you be able to explain the process of the review and submitting an opposition - understanding that there is a meeting this evening that we will attend.

Thank you,
Sandy

From: Stephen.Dykstra@brampton.ca
Sen

RE: Residential building development concern (C03W15.008)

Sandy,

Thank you for sharing your thoughts on this application. This correspondence will be part of the records for this file.

Staff will be reviewing all aspects of this application, including the transportation and safety aspects that you have included in your email below. This email will be responded to as part of the formal Recommendation Report to Council, and you will be contacted prior to the Recommendation Report going before Council. You will have the ability to delegate before Council at that time.

Please note that there is a Public Meeting for this file this evening. Attached is a copy of the Public Meeting Notice as well. You are welcome to attend and provide your input in person. If you have any additional questions or concerns, please do not hesitate to contact me.

Regards,

Stephen Dykstra *RPP, MCP*
Development Planner
Tel: (905) 874-3841

From: Sandy Tsontzidis < >
Sent: 2018/07/11 10:06 AM
To: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: Residential building development concern

Hello Mr. Dykstra,

My family is at _____, and have been made aware of proposed zoning amendments that are extremely concerning, as per 2128743 Ontario Inc, city file C03W15.008 and 21T-18001B, Ward #6. Building 50 townhouses and 6 single detached homes on Wanless Drive, with the only entrance to these homes would be from our crescent is most certainly being opposed to.

This is a quiet crescent. We have lived here for over 10 years, have excellent neighbors and there is a wonderfully warm sense of community here.

We have numerous concerns. One is the amount of traffic this would create of cars entering and exiting the development from our street. There are many children who play outside and their safety would become a definite issue. Our pets' safety would also be worrisome. Just crossing the street walking to our mailbox would be a nightmare! We also are concerned about the construction of these homes and the impact on our everyday life. Additionally the value of our homes would be impacted. There are many other concerns that can be detailed further.

My family is attending the public meeting this evening regarding this. Any response from you would be appreciated.

Regards,

Sandy Tsontzidis

From: Vinay Chandra < >
Sent: 2018/07/11 10:16 AM
To: Dykstra, Stephen; Whillans, Doug - Councillor; Palleschi, Michael - Councillor
Subject: Reg: City File #C03W15.008 & 21T-18001B Ward #6 Application for Amendment
Attachments: Reference Images.docx

Good day Mr. Dykstra, Mr. Whillans and Mr. Palleschi,

With respect to the recent notification "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6" by Weston Consulting Group Incorporated.

As residents of Ward 6 living at in the City of Brampton, we OPPOSE the proposal "Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and single detached dwelling lots. City File #: C03W15.008 & 21T-18001B Ward #6"

Based on the "Appendix 1 & 2" of the Draft Plan of Sub-division, the proposal to amend the Zoning By-Law is cause for great concern to us and possibly all or most residents of Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive, Thornbush Boulevard and other neighbouring streets. Below are some of our concerns listed for your records and consideration to "Not Approve" the proposed amendments to the Zoning By-Law.

a) Proposal to build High density residential houses on "Street A"

1. Like us, many families neighbouring the Treegrove Crescent consciously moved to this neighbourhood to start a family and raise our children in a safe and secure low density residential area
2. Will add to the Security and Privacy concerns to families and children in the neighbouring streets South of Wanless Drive
3. Snow removal during winter at best rated is "poor" on Treegrove Crescent. New proposed housing will only add to the winter woes to the residents and neighbourhood
4. Will require additional infrastructure at neighbouring schools, parks and city services
5. Will add to the noise and pollution levels to the existing residents in the area
6. About 50-100 trees would need to be chopped at properties 1265, 1279, 1303, 1323 to build the proposed new 56 houses
7. Water pressure on our street is low and the new 56 houses will require City to upgrade the infrastructure to keep up
8. We sincerely think the properties 1265, 1279, 1303 and 1323 Wanless Drive should be for low density housing.

b) Proposal to the access the new "Street A" from Treegrove Crescent.

1. Because of the proposed new access to "Street A", considering 2 vehicles per new house we foresee an additional traffic of 50-100 vehicles or more on Treegrove Crescent regularly to and from the proposed 56 houses

2. This additional traffic poses safety concerns to the present residents, specially to the families with toddlers, young children living on Treegrove Crescent and neighbouring streets who made a conscious decision to live on this street/neighbourhood to be away the traffic concerns.
3. Introduces problems to the city and emergency vehicles in the event of disasters and house fires. Accessibility to "Street A" will be limited in the case of emergencies and will affect all residents at Treegrove Crescent, Sugarhill Drive, Rambling Oak Drive and Thornbush Boulevard
4. New residents at "Street A" may decide to finish the basements and rent them, thereby adding more vehicles for parking and additional traffic on the Treegrove Crescent
5. Vehicle parking on Treegrove Crescent and neighbouring streets will consequently pose a risk and traffic nightmare to the commuters on the streets and city and emergency vehicles.
6. We sincerely think the access from Treegrove Crescent is not the best approach to "Street A"

We request the city council to consider the below listed logical options and propose alternate plans to the existing residents

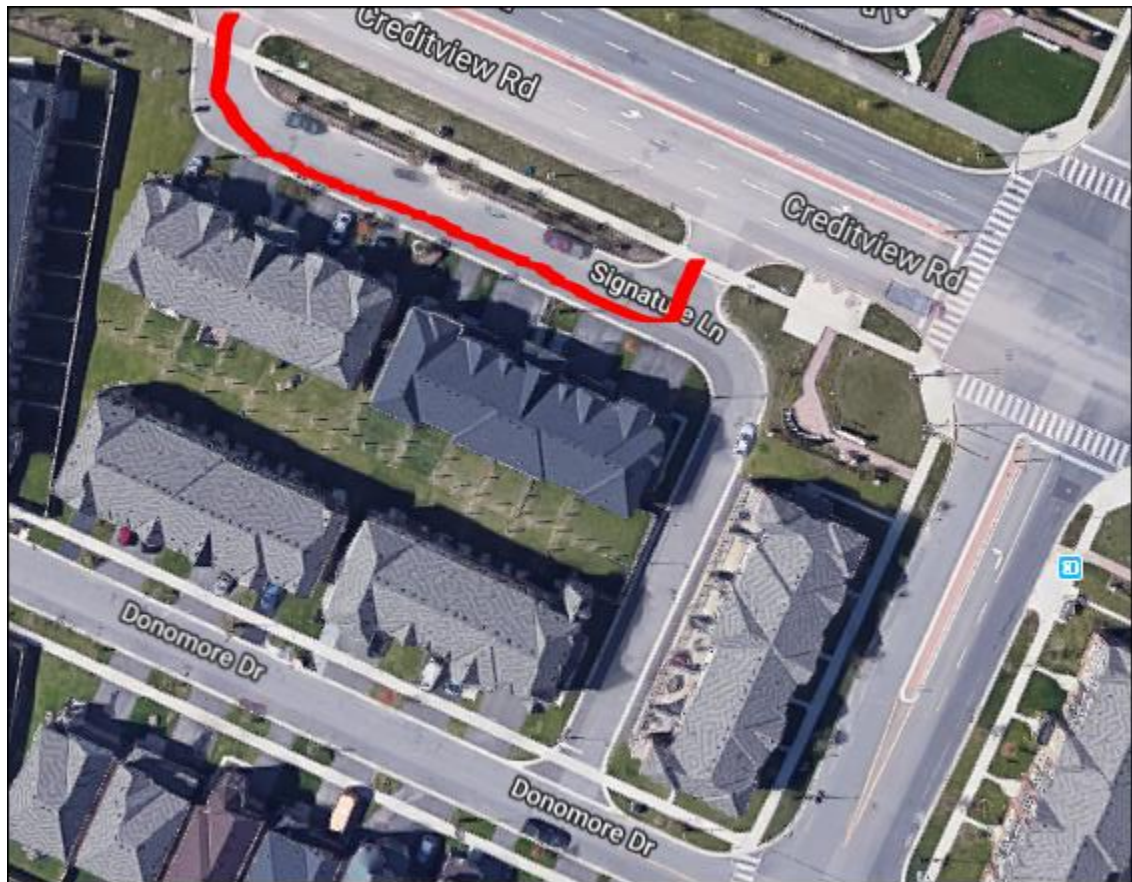
1. Remove the planned access to "Street A" from Treegrove Crescent.
2. Plan for Low density housing similar to the surrounding neighbourhood that would place less strain on the infrastructure
3. Update the access to "Street A" directly from the Wanless Drive. Build a ramp access from Wanless Drive to enter "Street A" and exit at Celestial Ct (Open access to Wanless Dr).
For Example, we ask the City council to review the below listed streets already existing in the Mount Pleasant neighbourhood. With around the same or less number of houses built at below lanes, the residents have direct access from the main roads (Creditview Rd and Veterans Drive) (Google Map Images attached for reference)
 - a. Signature Lane (access to the housing complex via Creditview Road)
 - b. Ashen Tree Lane (access to the housing complex via Creditview Road)
 - c. Bonsai Lane (access to the housing complex via Veterans Drive)
 - d. Lanternlight Lane (access to the housing complex via Creditview Road)
4. Open access from Wanless to Celestial Ct, and Plan for access to "Street A" from Celestial Ct. adjacent to the Wanless Drive. There is open space at NW corner for the access to "Street A"
5. Plan for access to "Street A" from Berries Drive and Williamson Drive. And compensate for the green space in Block 10(4,5,6) or Block 11
6. Plan for access to "Street A" from Rambling Oak. And compensate for the green space in Block 10 (4,5,6) or Block 11

We sincerely hope the City Council heeds to the concerns of existing residents. Please add the above concerns and possible options in your official records and please keep us informed on any decisions taken by the City.

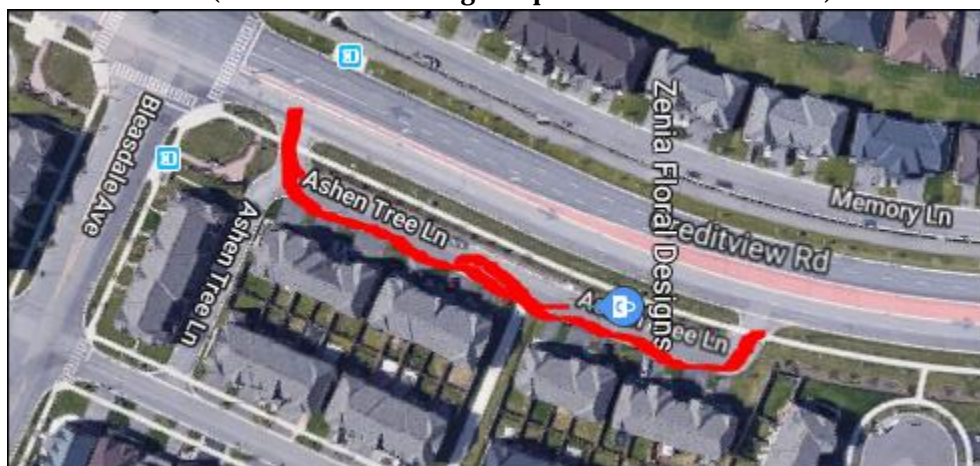
Thank you for your consideration.

Vinay Chandra Gudipadu Narendranath & Lakshmi Sandhyasree Petluri

- a. Signature Lane (access to the housing complex via Creditview Road)



- b. Ashen Tree Lane (access to the housing complex via Creditview Road)



- c. Bonsai Lane (access to the housing complex via Veterans Drive)



- d. Lanternlight Lane (access to the housing complex via Creditview Road)



Archived: 2020/10/02 1:12:18 PM

From: [Chitrassen Bhikajee](#)

Sent: 2020/06/22 12:12:22 PM

To: [Dykstra, Stephen](#)

Subject: [EXTERNAL]C03W15.008: Application for zoning by-law amendment, south of Wanless, between Chinguacousy and Credit View

Importance: Normal

Wouldn't it be a better idea to extend the woodlot and wetland to the edge of the road and preserve the little green and natural space left in Brampton.

Moreover construction activities risk damaging in a permanent way, the habitat to many animal and bird species in this woodlot. Some rare species like a couple of herons and some "blue head" ducks and white Canada geese have been spotted in the area.

Efforts should be increased to save natural woodlands and wetlands.

Thank you and kind regards,

[Chitrassen Bhikajee](#)

Archived: 2020/10/02 1:13:54 PM

From: [Sandra](#)

Sent: 2020/06/19 5:48:03 PM

To: [Dykstra, Stephen](#)

Cc:

Subject: [EXTERNAL]Zoning Bylaw Amendment C03W15.008

Importance: Normal

Attachments:

[Zoning Bylaw Amendment C03W15.008.docx](#) 

Hi Stephen, here is our written submission with regard to the above zoning bylaw amendment.

Regards,

Sandra Fernandes

From: Hashmi, Tasneem < >
Sent: 2018/07/05 9:47 AM
To: Dykstra, Stephen
Cc:
Subject: Safety Concern for Neighborhood-City File #C03W15.008 & 21T-18001B Ward #6

Hello Stephen,

I and my neighbors recently received documentation related to the following.

“Application to Amend the Zoning By-Law and Plan of Subdivision to permit 50 townhouse units and 6 single detached dwelling lots. City File #C03W15.008 & 21T-18001B Ward #6”

I and my family have been living at, since 2007, with the purchase being based on the fact it was a crescent, quiet with low traffic volume and a high degree of safety for our children.

The concern we all have is that the increased flow of traffic through Treegrove crescent will significantly increase the risk of a child or adult being struck by a vehicle, in addition to the increase in noise and pollution levels and potentially impact the resale value of the property resulting from said increase in traffic flow and reduction in safety for all in the area.

Based on Appendix 1 “Draft Plan of Sub-division” it indicates access will be via Treegrove crescent which raises the concern about access to the new properties by the fire department if access is blocked for any reason on Treegrove Crescent.

While I am sure the Mayor and councilors of the City always have the safety concerns of its residents in mind before that of property builders revenue stream, we also understand that there is a need for more residential properties in Brampton as it does contribute to the growth of the community.

I sincerely hope our concerns are taken seriously particular related to safety, as we do not want to point our fingers at the city in the event of a tragedy which could have been prevented.

I would like this email put into the record and be kept informed both by email and hard copy mail on any decisions taken by the city.

Sincerely

Tasneem Hashmi

With respect to the “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots.

City File #C03W15.008 - Ward #6”

To the City of Brampton

Attn: Mr. Stephen Dykstra – Development Planner

Mr. Dykstra:

As citizens of the City of Brampton and residents of Ward 6, living on _____ we wish to go on record as opposed to the current “Application to Amend the Zoning By-Law and Plan of Subdivision to permit a residential townhouse development and semi-detached dwelling lots. City File #C03W15.008 - Ward #6”.

The proposed development presents a density target of 26 units per hectare for the townhouse portion and 4.6 units per hectare for the semi-detached portion amounting to a total density of 30.8 units per hectare. As the applicant acknowledges, the proposed density exceeds what is stipulated in both the Official and Secondary Plans.

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location. All of the existing homes in the area are single detached family dwellings so it would make sense to add the same type of homes rather than adding high density townhomes and semi-detached homes. This is where we look to our city to support us in addresses our issues below and reconsidering amending the zoning bylaw.

Some of our concerns include:

1) ROAD ACCESS & SAFETY

The plan of subdivision includes a new access road from Treegrove Crescent. Our concern is the introduction of additional 53 to 106 vehicles (or more) regularly using Treegrove Crescent as the single access to and from the planned 53 dwellings. This added traffic would pose an elevated health and safety risk for residents, and in particular to the health and safety of the younger children living on Treegrove Crescent as well an increased risk to the property of existing residents.

- The planned ‘S-Turn’ and intersection stop could induce a sort of ‘venturi effect’, whereby the held up drivers may accelerate and speed down Treegrove once past the bottleneck at the entrance to the development. Children play on, and pets cross the crescent routinely and drivers need to exercise heightened awareness of this hazard.**

- Also, there is the potential for problems with access by city and emergency vehicles when cars are routinely parked curbside. Street snow removal has been poorly supported on our crescent at times, and a moderate to heavy snowfall could entirely block access to and from the new development, if by way of a Treegrove Crescent access point.
- Both Rambling Oak Drive and Sugarhill Drive have experienced very congested street parking at the Brisdale Drive intersection in the morning rush hour, by parents who drive their children closer to the local school(s) on Brisdale Drive, and for pickup in the afternoon rush hour after school lets out, rather than utilize the bus services or to have them walk the few blocks to school, **due to their legitimate fears for the safety and security of their children.**

If council is considering approval of this higher density development then we request council to reopen the official plan and to examine approval of a road access directly from Wanless Drive.

- While we acknowledge it is the city's desire to limit access to collector roads, we submit that removing the planned access from Treegrove Crescent, and making access directly off Wanless at lot 1265 would be a more logical option in lieu of the proposed entrance off Treegrove Crescent.
- *Access from Wanless Drive into the existing properties already exists, and simplifying the proposed road way by using one of these existing entrances will remove the increased hazard of the 'S-Turn' as laid out in the current plan. As there is no through traffic intersecting across Wanless Drive, and with double lanes already in place, it would be our uninformed opinion that there would not be any need for traffic lights there. Should a left turn lane off of Wanless be necessary, there certainly appears to be sufficient easement readily available for minor widening of the street.*
- *Simplifying the access to the development in this way also introduces the potential for two additional high value single detached 40' lot properties – one off Treegrove and one off of Wanless, without making any changes to the existing plan of construction.*

2) INFRASTRUCTURE

We are concerned that a high density development tapping into the existing infrastructure from Treegrove Crescent, in order to service the proposed intensified density, could over-tax the existing systems and adversely affect adjacent areas.

When our properties first went onto the market in 2007 there was no indication that high density housing was proposed for the location.

Many of our properties already have a drainage problem as well as cracks in the roadways. I have contacted the City with regard to standing water in my backyard but to no avail other than being directed to add more soil to my lawn. This does not solve the standing water issue and with our climate change and water drainage issues in the neighbourhood it will only get worse with increased development.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

3) SECURITY

We are concerned about potential for diminished privacy & security and increase in criminal activities that is surely possible with an influx of so many people into the block within high density housing, given the relative ease of access to backyards via the protected natural woodlot backing onto both existing properties and to the planned development.

We have seen an increase in car thefts in the neighbourhood and opening up the crescent to additional development will only increase the likelihood of theft and vandalism.

4) QUALITY OF LIFE

We are also concerned about the diminished quality of life being adjacent to a high density subdivision, which is almost a certainty from increased noise and diminished privacy. The noise pollution is already very high due to overhead airplanes, noise from the Go Train and CN rail tracks, traffic noise from Wanless and Creditview Roads. This additional busy subdivision would increase the noise levels and decrease the value of our homes.

5) HEALTH AND SAFETY

We are also concerned about the potential health risk should an increase in density be approved. The Corona Virus has demonstrated that the hardest hit areas are where there are larger concentrations of people and the city has experienced difficulties in controlling COVID type pandemics. Employers who had been planning on converting to higher density offices and activity based work stations have realized that putting too many people to close together will pose an increased risk to their employees. Current limitations on social gatherings imposed in the Peel Region speak to the same concern. There is no guarantee that outbreaks will cease, or that future pandemics will not happen. This city council should look to the current situation and opt to proactively mitigate the control of future outbreaks of disease by only approving a low density subdivision.

While existing water mains might be rated for such an increase, the pressure supplied to existing houses on our street can be quite low at times. We are concerned that the 150mm water main on Treegrove Crescent may be insufficient to also serve the new development.

We submit that a low density housing development would place less of a strain on existing infrastructure.

We sincerely hope the City heeds the concerns of existing residents, in particular all those related to safety and security, and ask that it reject the current **application to amend the Zoning By-Law and Plan of Subdivision to permit 43 townhouse units and 6 semi-detached dwelling lots per city file #C03W15.008 & 21T-18001B Ward #6**. Please keep this petition on record and please keep us informed by email / hard copy mail on any decisions taken by the city.

We thank Council for your consideration.

James and Lourdes Sandra Fernandes