Results of Public Meeting (December 6, 2021) and Correspondence Received

OZS-2021-0043

Members Present:

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

Members Absent: Regional Councillor M. Palleschi – Wards 2 and 6

Staff Present:

David Barrick, Chief Administrative Officer
Richard Forward, Commissioner Planning and Development Services
Allan Parsons, Director, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Jeffrey Humble, Manager, Policy Planning
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Bindu Shah, Principal Planner/Supervisor, Planning, Building and Economic Development
Carmen Caruso, Central Area Planner, Planning, Building and Economic Development
Alex Sepe, Development Planner, Planning, Building and Economic Development
Xinyue (Jenny) Li, Development Planner, Planning, Building and Economic Development

Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Richa Ajitkumar, Acting Legislative Coordinator

Item 5.2

Staff Report re: Application to Amend the Official Plan and Zoning By-law, City of Brampton, 80 Bramalea Road – File – OZS-2021-0043

Alex Sepe, Development Planner, Planning, Building and Growth Management, presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information. Written comments were received from the public which expressed their views, suggestions, concerns and questions with respect to the subject application. Correspondence received from the eight (8) residents who provided their response to the application are summarized below, as well as the one (1) resident who provided a verbal delegation at the Planning and Development Committee meeting on December 6th, 2021.

Staff Response to Comments

The application has received some input and interest from the surrounding community. Staff are in receipt of seven written correspondence from the Brampton Residents noted above. Comments in opposition to the application will be summarized below, followed by a response from staff where appropriate.

Traffic Impacts and Parking Issues

Issue:
The proposed development will result in an increase in traffic and will result in parking issues. There is not enough space on the property to accommodate the parking demand that will result from the proposed development.

Response:
A Traffic Impact Study was prepared by Poulos Chung, dated December 2022, to assess the potential impact of traffic generated from the proposed development of the subject lands for 56 residential units. The applicant has proposed includes 0.6 parking spaces per dwelling unit for residents, and 0.2 parking spaces per dwelling unit for visitor parking. The proposed parking rate is justified in the Traffic Impact Study due to the subject properties' strategic location near the Bramalea Go Station, and close proximity to existing public transit services on Bramalea Road. City Staff find this parking rate acceptable due to the location of the subject property along Bramalea Road, which is a

'Primary Transit Corridor' serviced by high frequency transit routes. Additionally, the applicant will be submitting a Parking Justification Letter for review by Traffic staff to confirm the proposed rate is appropriate for the proposed development.

Issue:
The proposed development will result in an increase in traffic congestion and will exacerbate existing traffic issues on Avondale Boulevard and Bramalea Road. The access to the site could also be problematic and cause a hazard to those traveling on Bramalea Road or Avondale Road.

Response:
The proposed development has access to existing public transit, and is within a 10-minute walk (800 metres) of the Bramalea Go Station. The site has access to other existing public transit infrastructure and transit routes to service the development. The proposed residential units are intended to attract those who are comfortable using transit services and who do not own an automobile. The Traffic Impact Study did not recommend any improvements to the arterial road intersections, besides a potential adjustment to signal timings.

Access to the site is provided by single vehicular access on Avondale Boulevard. Access to the site is strategically placed to allow for the greatest possible separation distance from the Bramalea Road intersection, and to allow for close alignment with Autumn Boulevard. The Traffic Impact Study analyzed the queue lengths for the eastbound left-turn and eastbound through movements at the Bramalea Road and Avondale Boulevard intersection. The study concluded that the site traffic would have a negligible impact on the performance of the area intersections, and would continue to operate at levels considered acceptable in an urban environment.

Issue:
The traffic impact study should use accurate data to represent the traffic impacts from the proposed development, as there was a drastic reduction in traffic during the pandemic.

Response:
The Traffic Impact Study notes that traffic counts were not used during the pandemic as this would not reflect current conditions, and instead, relied on traffic count data from the City. The City provided traffic movement counts for the intersection of Bramalea Road and Avondale Boulevard for the year 2018. A growth rate was applied to the data to reflect up-to-date conditions. The traffic counts for the intersection at Autumn Boulevard and Avondale Boulevard were estimated based on volumes from the Bramalea intersection and traffic generated by residential homes in the subdivision surrounding Autumn Boulevard. The Traffic Impact Study has been reviewed by City Staff, and it was concluded the study supports the proposed development.

Construction Impacts

Issue:
Construction resulting from the proposed development will result in damage to adjacent residential properties and will result in cracking of plastered walls.

Response:
All construction activity associated with the proposed development will occur on-site. Securities will be required at the site plan stage of development to ensure all works are done to City standards.

Flooding, Stormwater Management, and Municipal Infrastructure

Issue:

How will the risk of flooding on the subject property be addressed? The area has experienced flooding in the past. Is the municipal infrastructure capable of supporting the proposed development?

Response:
There is existing municipal infrastructure available to service the proposed development, such as an existing 300mm watermain on Avondale Boulevard and a 500mm sanitary sewer on Avondale Boulevard. A Functional Servicing Report was prepared by Schaeffers Consulting Engineers, dated July 2022 to address how the site might be serviced regarding site grading, stormwater management, water supply, and sanitary sewerage, and to evaluate how the proposed development may impact the stormwater and drainage system. The Functional Servicing Report includes a Stormwater Management Plan to ensure the site meets the City's stormwater management design standards with respect to the water balance, water quality, and water quantity control. The management plan concludes that the post development flow from the site is less than the outflow from the site under existing conditions, and will not adversely affect downstream receiving storm sewers. Additionally, emergency overland flow routes are proposed to convey run-off safely away from the building to avoid flooding during emergency cases such as a 100-year storm event.

The Functional Servicing Report was review by City and Regional staff and it was concluded that the report supports the proposed development.

Amenities and Access to Greenspace

Issue:
What amenities would be available to young families living in the proposed development? Will residents of the proposed building have access to greenspace?

Response:
The proposed development would provide 56.11 sq. metres of indoor amenity space. Interior and exterior amenity areas at the ground floor are combined with exterior amenity area which will consist of a multifunctional linear garden featuring a communal barbeque and outdoor dining area, outdoor yoga area, decorative seating rock, and steppingstone path. The site is also within close proximity to local parks and trails, such as Victoria Park to the west of the subject property which is accessible by traveling the Victoria Park East Pathway. Other recreational trails accessible from the site include Rhoda Begley Park, Belmont Park, Aloma Park, Dalton Park and Dearbourne Park, which are all within a 10-minute walk (800 metres) from the subject property.

Building Design and Integration into Existing Neighbourhood

Issue:
The design of the proposed building should be integrated into the existing residential community. The proposal does not align with the existing neighbourhood, will shadow adjacent residential properties, and result in privacy issues.

Response:
An Urban Design Brief, prepared by MBTW | WAI was submitted to provide justification for the design of the site and principles of built form for the proposed development. The proposed development incorporates step-backs, and a terraced design to provide a gradual transition in height from low-density residential uses on Avondale Road to the west and north of the subject property, and provides a gradual transition in height to higher density residential uses to the south. A 45 degree angular plane from the rear property line, measured no higher than 6.5 metres above the property line, defines the built form and terrace design of the proposed building and ensures the proposed development fits within the existing neighbourhood. This will help preserve the privacy of neighbouring residential properties and appropriately integrates the building with the existing low-density neighbourhood. Additionally, 3-metres of landscaping are provided along all property limits, with deciduous trees currently proposed for the western property limit abutting 1 Avondale Road for enhanced privacy screening.

A Shadow Study was provided by the applicant to ensure that impacts related to shadowing are appropriately incorporated into the design of the building. Shadows created by the proposed development will impact the existing residential dwelling to the west during the morning hours of March, June, and September. Shadows will impact a total of fourteen (14) residential dwellings west of the subject property on Avondale Boulevard, Autumn Boulevard, Anne Court, and Ashwood Cresent during the morning hours of December. One residential property on Autumn Boulevard, and one residential property on Avondale Boulevard will be shadowed in the afternoon hours of December. The shadows resulting from the proposed development will have a minor impact on

nearby residential dwellings, and in most cases, dwellings will have full sun exposure for the majority of the day. The impacts of shadowing have been reduced through the terraced design of the proposed development.

Environmental Sustainability

Issue:
The proposed development will result in the loss of mature trees and other vegetation. How will trees on the property be preserved and replaced, and what is being done to improve the environmental sustainability of the proposed development?

Response:
An Arborist Report was submitted with the application, prepared by Beacon Environmental. The Arborist Report recommends the removal of all fourteen (14) trees on the site, and thirty-one (31) replacement trees are required in accordance with City standards to compensate for the removal of trees on the property. Five (5) trees were identified for preservation on the adjacent property to the south.

The applicant has submitted a Sustainability Assessment with their proposal to provide an overview of the application's sustainability performance. The application has achieved a final sustainability score of 39 points, and has met the minimum 'Bronze' level. The sustainability assessment will be further reviewed and verified at the site plan stage of development to ensure the City's minimum requirements are met.

Affordability and Support for Family Housing

Issue:
Housing affordability is a significant issue in the City of Brampton and Greater Toronto Area. How does the proposal address this issue and support housing for families with two or more children?

Response:
The applicant is proposing to develop the lands for residential housing. The proposed development contemplates 56 residential rental units which will support the achievement of the City's recommended rental vacancy rate of 2%, which was 1.3% as of 2020. The proposed residential development will include a range of housing units, from studio to three-bedrooms to attract varying households and income levels. The proposed development will provide four (4) studio units, three (3) one-bedroom units, four (4) one-bedroom (plus den) units, seventeen (17) two-bedroom units, thirteen (13) two-bedroom (plus den) units, and fifteen (15) three-bedroom units. The proposed development will provide a wide range of residential units to suite different households and support the housing stock in the City of Brampton.

Education and School Accommodation for Future Residents

Issue:
The proposed development will result in an increased demand on existing schools in the area. How will existing schools in the area accommodate for the increased demand for educational services?

Response:
Two public schools are located west of the subject lands, within 1200 metres, and one public school is located within 1200 metres, north of the property. The Peel District School Board and Dufferin-Peel Catholic District School Board have been circulated to provide comments on the development proposal application and have not objected to the proposed development.

The Peel District School Board estimates that a total of 18 students would be generated from the proposed development, and the Dufferin-Peel Catholic District School Board anticipates two students would need to be accommodated in the school board's catchment areas. The Developer will need to incorporate warning clauses in all offers of purchase and sale informing future residents that students from the development may be accommodated in temporary facilities or bused to schools outside of the area.