

Results of Public Meeting
OZS-2021-0002

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City File: OZS-2021-0002

Monday, April 12, 2021

Members Present:

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

Staff Present:

David Barrick, Chief Administrative Officer
Richard Forward, Commissioner Planning, Building and Economic Development
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Planning, Building and Economic Development
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development
Jeffrey Humble, Manager, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Yin Zhou Xiao, Development Planner, Planning, Building and Economic Development
Claudia LaRota, Policy Planner, Planning, Building and Economic Development
Michelle Gervais, Policy Planner, Planning, Building and Economic Development
Dana Jenkins, Development Planner, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor, Legislative Services
Anthony-George D'Andrea, Legal Counsel, Legislative Services
Peter Fay, City Clerk, Legislative Services
Charlotte Gravlev, Deputy City Clerk, Legislative Services
Shauna Danton, Legislative Coordinator, Legislative Services

Members of the Public:

One member of the public made delegations to the Committee.

Results of the Public Meeting:

A meeting of the Planning and Development Committee was held on April 12, 2021, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to the property owners within 240 metres of the subject lands in accordance with City Council procedures and which exceeded the Planning Act notice requirements of 120 metres.

In addition to the delegation, correspondence was received from another member of the public.

The delegation to the Committee and the correspondence from the member of the public expressed concerns related to the proposal, including parking, traffic impact, open space, compatibility of the development, shadowing as well as capacity of Brampton Transit, emergency services, health care and schools. The following table addresses these concerns:

Concern Raised	Staff Response
<p>A. Concerns regarding the proposed ratio of parking spaces</p>	<p>A proposed parking rate of 1 space per residential unit and 0.20 spaces per unit for visitors has been found acceptable by Traffic Services Staff. This will result in total of 1,010 residential spaces, 73 commercial spaces and 203 visitor parking spaces. The commercial and visitor parking spaces will be shared.</p> <p>City Staff find this parking rate acceptable based on the site's proximity to existing and future upgrades to local transit as well as proximity to Mount Pleasant Go Station.</p>
<p>B. Concerns regarding increased vehicular traffic in the area</p>	<p>Traffic Impact Study prepared by GHD and dated July 2022 was prepared to analyze the existing and future traffic volume, capacity, trip generation and distribution, sight distance evaluation and traffic safety.</p> <p>The Traffic Impact Study has been reviewed by City Staff and found satisfactory. The Study notes that vehicular congestion and dependency on the car will be reduced through the implementation of Transportation Demand Management (TDM) strategies. TDM strategies include providing bicycle parking and providing interior walkway connections on the site that connect to the public sidewalk.</p> <p>The Study also confirmed that based on their analysis of parking demand in other municipalities and the proposed TDM strategies, that the reduced parking is appropriate. Through the site plan application (SPA-2022-0225), Traffic Staff have asked applicant to provide future improvements to the site. This includes cash-in-lieu for a future traffic signal at Sandalwood Parkway and Kent Road as well as to install a left turn lane on Kent Road.</p>
<p>C. Concern regarding student capacity at local schools</p>	<p>The Peel District School Board (PDSB) and Dufferin Catholic District School Board (DCDSB) have been circulated on this application and provided comments regarding available capacity.</p> <p>Both boards have provided conditions of draft approval that ensure satisfactory arrangements are in place between the applicant and School Board including that clauses are provided in agreements of purchase and sale that sufficient</p>

	<p>accommodation may not be available for all anticipated students.</p> <p>PDSB Staff advised that a yield of 110 students are expected from Kindergarden to Grade 8 and 14 students from Grade 9-12. The nearest Public School available is under an enrollment cap but the secondary school has enough capacity to accommodate the anticipated students.</p> <p>DPCDSB Staff advised that a yield of 41 students from Junior Kindergarden to Grade 8 are expected and 11 students from Grade 9-12. The existing catchment area for both elementary schools and secondary schools is over capacity.</p>
<p>D. Concerns regarding hospital capacity and the impact of additional population.</p>	<p>Hospital capacity is determined by many factors and anticipated growth from development proposals is only one potential influence.</p> <p>On January 22, 2020, Brampton City Council passed a motion to declare a Health Care Emergency in Brampton. This motion resolved several initiatives to address this such as working with all levels of government to provide healthcare funding to the Brampton Civic Hospital and Peel Memorial Service immediately.</p> <p>The Mount Pleasant Community is located adjacent to the Heritage Heights Secondary Plan (west side of Mississauga Road and beyond) where a future Hospital / Health and Wellness Center is anticipated along Sandalwood Parkway and Williams Parkway.</p> <p>Schedule 52-7, Land Use Structure of the Heritage Heights Secondary Plan identifies lands designated Mixed Use Area 'A' – Major Institutional which are planned to be the location of a future Hospital / Health and Wellness Center.</p>
<p>E. Concerns regarding overflow parking at the Mount Pleasant Go Station</p>	<p>Future residents of this application can access Mount Pleasant GO Station in variety of ways including by walking, taking local transit, cycling or through driving or being dropped off by car.</p> <p>A direct correlation can't be made that future residents will contribute to overcrowding at Mount Pleasant Go Station.</p>
<p>F. Concerns regarding the capacity of Brampton Transit to support route and additional</p>	<p><i>Current Capacity</i></p> <p>Current bus stops available close to the site are bus stop at Veterans Drive and Dufay Road that are served by Routes 23-324, 23 Sandalwood that provide east-west connection</p>

<p>expenses being incurred to support service</p>	<p>and Routes 26-324, 26 Mount Pleasant that provide north-south connection.</p> <p>There is an existing bus landing pad and bus shelter pad behind the sidewalk on Sandalwood Parkway. This stop is not currently serviced but it is anticipated to be in use once existing transit routes are expanded.</p> <p><i>Future Capacity</i></p> <p>In coordination with the widening of Mississauga Road, a new bus stop has also been provided at Mississauga Road.</p> <p>The Heritage Heights Secondary Plan (March 2022) also provides policy direction regarding the area west of Mississauga Road including Conceptual Transit Services (discussed in Schedule 52-12) that identifies the following:</p> <ul style="list-style-type: none"> - A züm BRT Route on Sandalwood Parkway West between Williams Parkway and Mississauga Road before route continues further north and south - Potential Transit Station (located between William Parkway and Court Road on Sandalwood Parkway West) ; and - A portion of Mississauga Road between Mayfield Road and Yardmaster Drive as a Base Grid Route (with a 5' to 15' Peak Frequency)
<p>G. Capacity of local fire services to service surrounding area will be compromised by historical pattern that high-rise developments result in more fire / emergency calls (including through pulling the fire alarm) which will then compromise ability of fire services to serve surrounding area.</p>	<p>The Functional Servicing Report provided by Masongsong Associates Engineering Limited discusses fire protection for the proposal. It notes that fire protection to the site will be provided through a private hydrant within the site as well as two existing hydrants located on Kent Road and Sandalwood parkway.</p> <p>When the application comes in for a site plan application, Building Staff will review the above measures further. Their comments will include review of adherence to fire protection provisions in the Ontario Building Code including location of and access to the fire route. This will ensure that fire protection is adhered to before applying for a Building Permit, where it will be further reviewed.</p>

<p>H. That pedestrians don't feel safe crossing Sandalwood Parkway using the designated crosswalks because it is very busy intersection and retail plaza is under construction as it expands further.</p>	<p>The intersection of Sandalwood Parkway West and Mississauga Road is signalized which pedestrians can use to cross safely.</p> <p>Sidewalks are also located along both sides of Sandalwood Parkway West offering convenient pedestrian connections within the commercial plaza and residential development.</p> <p>Through the site plan application (SPA-2022-0225), Traffic Staff have asked applicant to provide future improvements to the site that will increase pedestrian safety. This includes cash-in-lieu for a future traffic signal at Sandalwood Parkway and Kent Road as well as to install a left turn lane on Kent Road.</p>
<p>I. Concerns regarding the appropriateness of the proposed height and density</p>	<p>The applicant has provided appropriate justification for the increase in height and density based on the applicable Provincial, Regional and local policies.</p> <p>This includes the Provincial Policy Statement which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification in close proximity to transit supportive areas. The proposal will optimize the use of existing infrastructure including the existing and future transit network while also accommodating a significant portion of population growth.</p>
<p>J. Concerns regarding privacy for existing residents</p>	<p>Design strategies have been applied that strategically minimize shadowing impacts and also maintain privacy.</p> <p><i>Design Strategies</i></p> <p>A 45-degree angular plane has been applied at a rear yard setback of 7.5 metres from property line and at a height from 10.5 metres for Building B. This provides an appropriate transition between the future residential development north of the site and proposed Building B.</p> <p>Podium heights of all proposed buildings range between four to six storeys that provides a built form scaled to the pedestrian.</p> <p>Further compatibility between Building B and the surrounding low-rise residential development to the north is maintained through the gradual stepped back design of the building at the 6th and 10th storey.</p> <p><i>Shadowing</i></p> <p>A Sun/Shadow Analysis (included within the Urban Design Brief document) was prepared by WSP Canada Inc., dated</p>

	<p>August 2022, that showed shadow impacts at hourly intervals from 9:18 AM to 6:18PM for March/September 21 (Spring and Fall Equinoxes) as well as June 21 and December 21 (Summer and Winter solstice). The study has demonstrated that the shadow cast from the proposal onto adjacent properties will be of minimal duration and that the surrounding areas still have sun exposure.</p>
<p>K. Concern about applicant expanding further development in the adjacent lands to the north</p>	<p>The owner of the subject site does not own these lands.</p> <p>A residential development (comprised of standard, back to back and rear lane townhouses) has already been approved at 10675 Mississauga Road.</p>
<p>L. Concerns regarding the lack of Green Space for local residents in the existing area</p>	<p>The Mount Pleasant Secondary Plan (that this site and surrounding area east of Mississauga Road are located within) provides direction on conceptual land uses anticipated for the area including where Recreational Open Space is to be located. The closest City Park to the site that is provided for all members of the public is Creditview Sandalwood Park.</p> <p>The proposed development also provides indoor and outdoor amenity space for residents of the proposed development. This has been reviewed and accepted by Urban Design and Open Space staff. This proposal is contemplated to be under condominium tenure which makes all amenities offered for this development to be private and only for condominium residents.</p>
<p>M. That the existing area is already very congested and towns are very close together.</p>	<p>The Mount Pleasant Secondary Plan (that this site and surrounding area east of Mississauga Road are located within) provides planning vision for the area that is based on a transit-oriented community.</p> <p>To support this transit-oriented community vision, Schedule SP 51(a) identifies land use designations for lands. The surrounding lands around the subject site are designated Medium Density, which permit uses including single detached as well as Medium Density typologies as townhouses, duplexes, triplexes.</p> <p>As part of the development standards associated with medium density built forms, setbacks can only be provided between blocks of townhouse units. Units within a townhouse block don't have any setbacks.</p> <p>Additionally, as per the Planning Act, all applications are reviewed for conformity with provincial, regional and</p>

	municipal policies, including the Mount Pleasant Secondary Plan.
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