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Sent: 2023/04/24 12:31 PM
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Cc: ; City Clerks Office <City.ClerksOffice@brampton.ca>
Subject: [EXTERNAL]City Initiated Official Plan Amendment to the Credit Valley Secondary Plan Area 45

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Dear Council

I am a resident of Ward 5 and I STRONGLY OPPOSE the City Initiated Official Plan Amendment to the Credit Valley Secondary Plan Area 45.

Below are some of my main concerns related to multi-level buildings being developed within the Springbrook Community (Estates of Credit Ridge):

1). INCOMPATIBILITY WITH THE EXISTING NEIGHBORHOOD

The Springbrook Community (Estates of Credit Ridge) is a unique, low density, heritage neighborhood that exists within an environmentally sensitive area and is classified as an Upscale Executive Special Policy Area.

The City Initiated Official Plan Amendment to the Credit Valley Secondary Plan Area 45 is VERY CONTRARY to the Springbrook Community Block Plan, development policies and Springbrook Design Guidelines approved and enforced by the City of Brampton.

It is in bad faith for the City to now OVER-RIDE the above mentioned policies and guidelines that were used to develop this neighborhood and were in turn used to SELL the current estate homes to buyers at a premium.

2). INCOMPATIBILITY WITH THE SUGGESTIONS PROVIDED BY EXPERT PLANNERS

In 2019, Council hired WSP Canada to help identify how the undeveloped portions of land within this community should be developed. Thousands of dollars worth of public funds were used to pay WSP Canada for their expertise and countless hours spent by residents who engaged in the public consultation process.

In March 2019 WSP Canada proposed that the undeveloped portions of land within this community be developed as Low Density, Hamlet Residential and At Grade Commercial that frames the streetscape (Hamlet Mixed Use) and development be integrated within the current upscale executive housing policy context.

Brampton City Planners supported WSP Canada's suggestions as per the Recommendation Report presented on March 4, 2019 at the Planning & Development meeting.

However, at the March 4, 2019 Planning & Development meeting, certain Councilors put a motion forward to carve out the lands fronting Queen Street West and requested Planning find ways to increase the density by more than what was proposed by WSP Canada.

It is in bad faith that a motion was put forward by a couple of Councilors to increase density thereby DEVIATING SIGNIFICANTLY from the recommendations brought forward by expert land use planners.

3). OVERCROWDING AT LOCAL SCHOOLS

School planning in the neighborhood was based on the vision the City had for the Estates of Credit Ridge – that it was intended to be a low-density residential community.

Over the years, both local schools (Ingleborough & Loreville P.S.) have exceeded their capacities with no room to add additional portables without removing portions of the existing soccer field, thus further reducing the playground area for students.

Over capacity issues have also negatively impacted access to technology and other school resources for current students.

School Boards very rarely indicate concerns when development applications are circulated for feedback because if the local schools close to a development are at capacity – students are bused to schools much further away.

Brampton residents are subjected to one of the highest property tax rates in the GTA and yet schools are running at over-capacity, resources are inadequate and new residents have to bus their children far away from their homes.

Irrespective of the neutral response from local school boards, Brampton Council should be concerned when local schools near a community cannot accommodate more students or provide adequate resources to existing students.

4). THE QUEEN STREET WEST CORRIDOR IS NOT A WALKABLE COMMUNITY

There is a distinction between Queen Street West vs. Queen Street East in Brampton - Queen Street West is not a job center, commercial center, or major transit station unlike Queen Street East. Queen Street West is not near a Provincial Hwy, Go Station/Major Bus Terminal, Shopping Center, a Hospital or a Post Secondary Institution unlike walkable communities within other Municipalities where multi-storey buildings are built.

According to the Traffic Impact Study submitted by Cal-Markell Development (724 & 1730 Queen Street West) a typical commuter in this community travels by: Automobile (90%); Transit (7%); Walking (3%) Most residents in this area are car dependent due to the location of this community & those moving into the proposed development would also most likely be driving versus using public transportation.

5). THE QUEEN STREET WEST CORRIDOR IS NOT A MAJOR TRANSIT STATION

The Proposed Queen Street-Highway 7 BRT project is currently in Stage 2 of the Project Lifecycle. Stage 2 involves Preliminary Design, Environmental Assessment (or TPAP) and Preliminary Design Business Case (PDBC).

The Preliminary Design Business Case is estimated to be completed by 2024-2025. As part of the Preliminary Design Business Case, an updated cost estimate will be provided.

A few years ago, when Stage 1 was completed, cost scenarios were presented to the City. Cost scenarios ranged from \$3M – \$ 5.1 M per km if existing traffic lanes are converted into to separate BRT lanes. Alternatively, \$15.7 M - \$26.4 M per km if Queen St was widened for most of its length. The City of Brampton did not have a funding plan for the BRT at that time and costs will be even higher when the new PDBC is presented.

Although Metrolinx is leading the project, financial support from the City of Brampton, Peel Region, York Region and the province will all be required. Brampton has still not indicated that it has a funding plan for the BRT at this time.

Many of the proposed medium & high density developments along Queen St West reflect Phase 1 completion by 2026. If approved, these medium & high density projects will be completed long before Queen Street West ever sees a BRT.

6) TRAFFIC IMPACT STUDIES SUBMITTED BY SEVERAL DEVELOPERS PROPOSING MEDIUM TO HIGH DENSITY DEVELOPMENT ALONG THE QUEEN STREET WEST CORRIDOR HIGHLIGHT OVER-CAPACITY ISSUES ALONG SURROUNDING ROADWAYS

724 & 1730 Queen Street West - City File #: OZS-2022-0038

A total of 512 residential units proposed [132 townhouse dwelling units (3.5 story) + 14 integrated two-storey residential townhouses + 18 & 14 storey buildings with 366 apartment dwelling units] According to the Traffic Impact Study submitted by the applicant, it indicates that even when the data was collected several years ago, “the northbound and southbound through movements at Mississauga Road/Queen Street West noted to be over-capacity (i.e., V/C > 1.00)”

Mississauga Road/Queen Street West - “The northbound through and southbound through movements are forecast to exceed capacity under 2026 and 2031 background traffic conditions”

Creditview Road/Queen Street West - “Similar to existing conditions, the southbound left turn movement estimated 95th percentile queue is forecast to exceed the available storage and taper provisions.”

The Traffic Impact Study suggested that the Region of Peel widen Mississauga Road sooner than originally planned to offset the significant increase in traffic congestion “Aforementioned in Section 5.2, the Region of Peel Long Range Transportation Plan (2019) has identified a planned widening of Mississauga Road from four (4) lanes to six (6) lanes to be provided by 2031. Timing for the provision of the roadway improvement is unknown. However, the analysis provides indication that the widening may be required sooner than 2031 as the northbound and southbound through movements are reported to operate over-capacity under the estimated base year conditions.”

1626, 1646, 1654 Queen Street West – City File #: OZS-2020-0029

A total of 487 residential units proposed [12 detached houses + 61 townhouse units + 10 storey building with 414 residential units]

Southbound left movement at Creditview Road and Queen Street West operated at a volume to capacity ratio of 0.94 in the PM peak hours. This # suggests that the intersection was already operating near capacity at the time of data collection.

Using Modeling data, the study indicated that future traffic conditions related to the southbound left movement at Creditview Road and Queen Street West will operate above capacity with a volume to capacity ratio of 1.04 in the PM peak hour. As we know, a volume to capacity ratio above 1 indicates the demand exceeds the available capacity of the intersection and excessive delays and queuing are anticipated.

The report recommended pre-paid presto cards be provided to residents to encourage non-auto commuting. This would be a costly project to administer by the City and the City should confirm whether they would be committed to funding such a project prior to the approval of this type of zoning amendment.

7) ENVIRONMENT CONSTRAINTS

The Estates of Credit Ridge area is identified as an Environmentally Sensitive Area that is not suitable for the height and density increase that is being proposed. It's noted in the Tertiary Report that the valley lands have been identified as having inherent environmental hazards including flood and erosion susceptibility.

According to the Ministry of Natural Resources and Forestry, Springbrook Creek and Huttonville Creek are a regulated habitat for Redside Dace (a species at risk). Brook Trout, Wood Thrush and Ovenbird are all on a decline as per the Credit Valley Watershed report 2021.

We understand continued development is a priority for the city but we also strongly believe that all development surrounding sensitive environmental areas should be subjected to a higher standard of review.

The existing stormwater management system in the area was designed for low-density residential development, it does not have additional capacity for increased density.

Asset deterioration and water flow blockage has been observed in the drainage channel and some ponds, thus asset management measures are desperately needed for them in order to mitigate potential flooding.

Based on the staff report -Planning, Bld & Ec Dev -2022 -237 (dated April 4,2022) the “the Region of Peel has expressed concerns related to the servicing capacity within the Springbrook Area, as increased densities were not contemplated at the time the Credit Valley Secondary Plan was adopted” Residents will hold the City responsible for any damages that flow from our riparian and/or drainage rights.

Thank you for taking the time to read my concerns, I request your support at the Planning & Development meeting and hope that as my elected representative you will advocate on my behalf & my community.

Sincerely,

Sanjeev Bhatti

he City of Brampton e-mail disclaimer statement at:

<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>