

Anish Shah

Hiking Court
Brampton, ON – L6Y0M6

July 26, 2023

City of Brampton

Planning, Building & Economic Development
2 Wellington Street,
Brampton, Ontario

Attention:

OPA ZBA Subdivision

Subtype: Official Plan Amendment,
Zoning By Law Amendment
In Review-Pre-Public Meeting

Planner: Emma Demelo

emma.demelo@brampton.ca

CC to: Martin Medeiros,

Councilor, Ward No. 4

Email: martin.medeiros@brampton.ca

Sub: FILE NO. OZS-2023-0014, Redesignation and rezoning of property

Hello Ms.Emma Demello, Mr. Martin Mederios and Ms. Priya Gandhi,

Please note that, I am strongly opposing the development proposed in FILE NO. OZS-2023-0014, redesignation and rezoning of property at Steeles Avenue and Financial Drive.

Attached are reasons for opposing the development proposed in FILE NO. OZS-2023-0014, redesignation and rezoning of property at Steeles Avenue and Financial Drive.

I understand that this matter will come up for discussion at the City of Brampton on Monday, July 31, 2023. I expect to attend the meeting in person to present my case.

Thank you for providing the opportunity to voice my concern.

Regards,

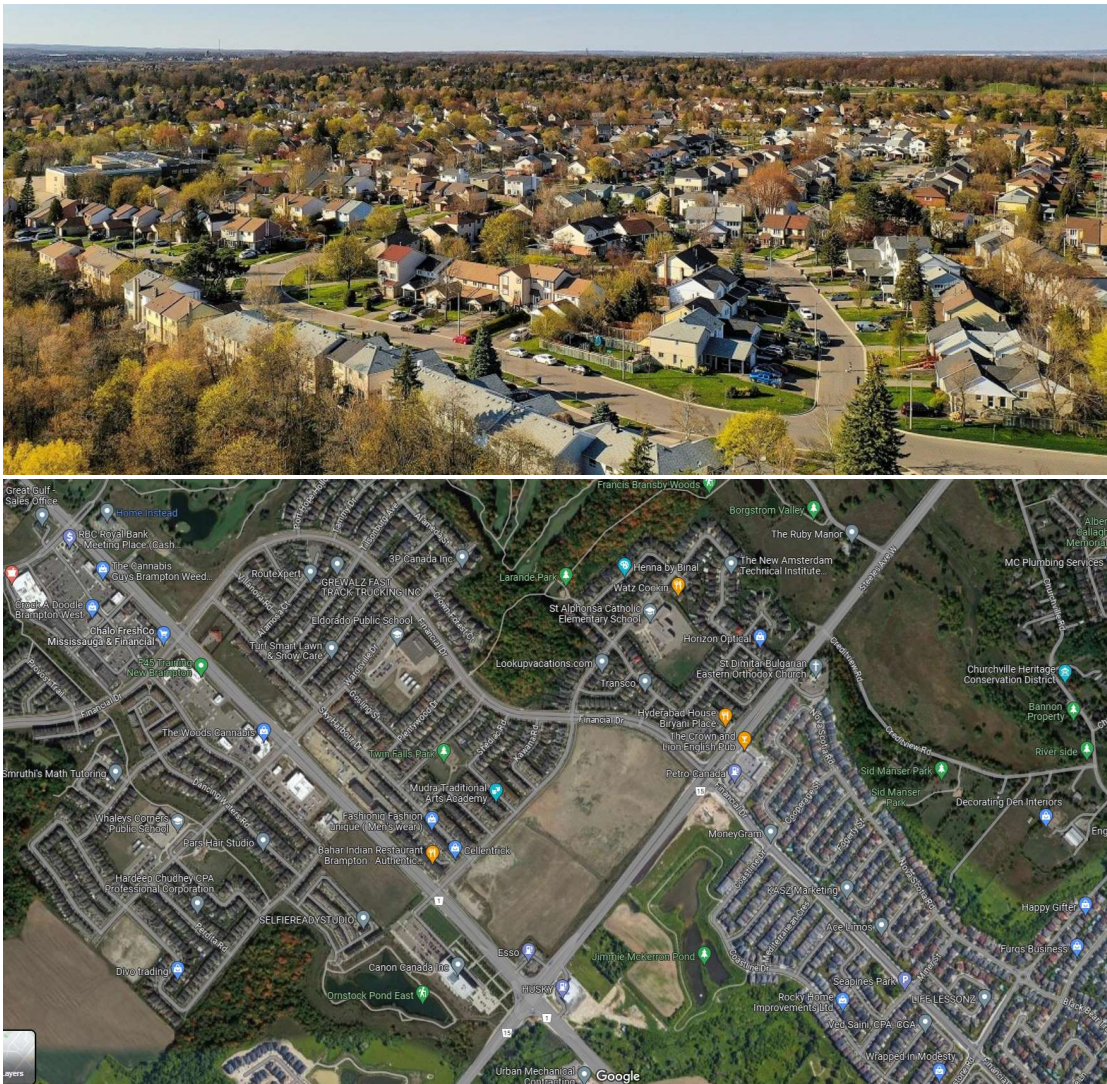
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Reasons for opposing the development proposed in FILE NO. OZS-2023-0014, redesignation and rezoning of property at Steeles Avenue and Financial Drive.

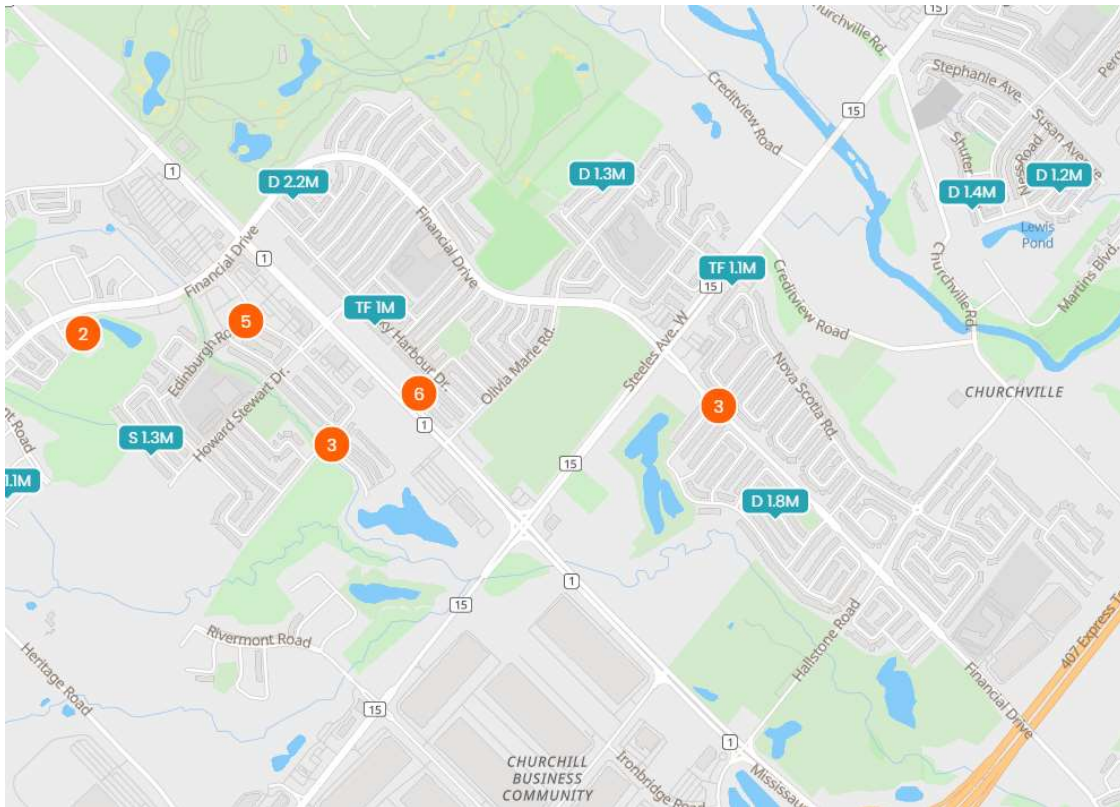
1. Proposed plan betrays trust of existing home owners in the neighbourhood:

Brampton West neighbourhood is one the finest in Brampton. Existing home owners spent their life's savings, investing in properties in the area since it offers low density homes primarily consisting of single-family houses and townhomes with very few low-rise condo units. A high density, high storey rental building does not fit in this area. It is surprising that the City Planners did not reject the idea at the concept stage. The idea of considering to build over 15 high-rise buildings betrays trust of existing home owners in the neighbourhood.

Aerial view of existing single-family homes in the area.



<https://www.google.com/maps/@43.6324078,-79.774081,1618m/data=!3m1!1e3?entry=ttu>



<https://housesigma.com/on/for-sale/map/@43.630603,-79.774746,14z/?view=map>

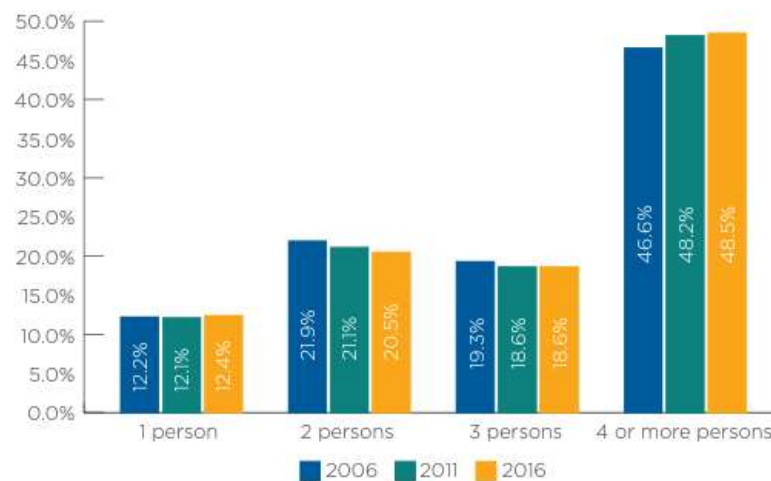
2. Proposed plan does not address needs of the community:

Existing home owners in the neighbourhood, primarily belong to a minority community. Their household composition is different when compared to rest of households in the Peel region, GTA and Canada.

- The average number of people per household in Brampton was 3.6 in 2021, while in the Region of Peel it was 3.2
- 49.4% of households in Brampton have 4 or more people and 18.7% have 3 people living with them.

Building high-density smaller rental unit apartments does not meet needs of the community in living in Brampton. New residents planning to make Brampton their home needs bigger residential units.

Data from “HOUSING BRAMPTON Housing Strategy and Action Plan April 2021”



HOUSEHOLD CHARACTERISTICS

Average person per household size in Brampton according to the 2016 Census was 3.5 persons, significantly higher than the provincial and national averages of 2.6 persons and 2.4 persons, respectively.

Overall, the trend towards larger household sizes and multi-family households within Brampton has resulted in strong demand for homes that have enough bedroom capacity to accommodate changes in household composition. A total of 83% of all residential units within the City contain a minimum of 3 bedrooms. Based on growth projections, there will continue to be a strong demand for residential dwellings that contain 3 or more bedrooms to accommodate the predominance of larger families in Brampton.

The City of Brampton also has the highest proportion of multi-family households across the Region. According to the 2016 Census, 12% of all private households in the City consisted of two or more families, in comparison to the City of Mississauga's average of 5%, and the Provincial average of 2.8%.

Fig. Household Size in Brampton. (2006-2016)

Source: 2006 and 2016 Census and 2011 National Household Survey, Statistics Canada

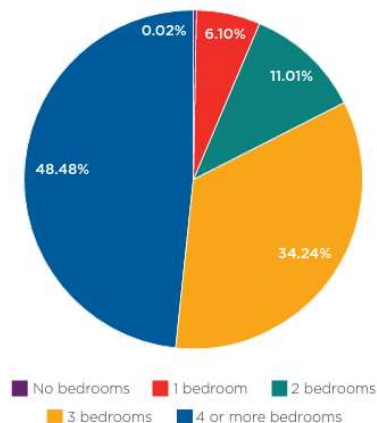


Fig. Percentage of Occupied Dwellings by Number of Bedrooms in Brampton (2016)

Source: 2016 Census, Statistics Canada

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3. Proposed plan reduces average household income and tax collection for the City of Brampton:

According to data from “HOUSING BRAMPTON Housing Strategy and Action Plan April 2021”, it is observed that household income increases with family size, more tax collection for the City of Brampton. For the City of Brampton, it is prudent to build single family homes or townhomes instead of high-density, high storey rental unit buildings.

2. Household Income Deciles by Household Tenure:



3. Household Income Deciles by Household Size:

Figure 6 indicates that as the number of persons increase in a household, it tends to correspond with higher household incomes.



As the number of **PERSONS INCREASE** in a household, it tends to correspond with **HIGHER HOUSEHOLD INCOMES**

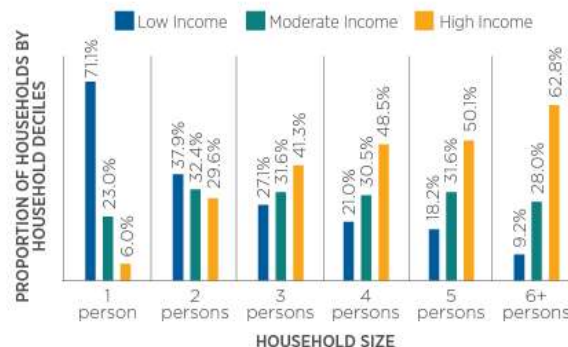
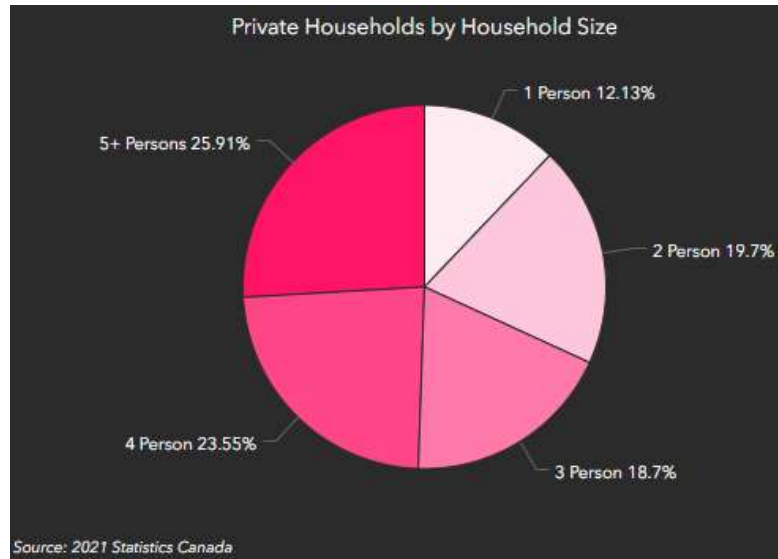


Fig. 6 Household Income Deciles by Household Type: Brampton
Source: Statistics Canada Custom Tabulation Data 2016.

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<https://geohub.brampton.ca/pages/profile-families>

According to the 2016 Census, Brampton had 24,140 multigenerational households and Mississauga had 16,500. These households have three or more generations of the same family living under one roof, according to Statistics Canada.

Brampton has the highest average number of people per household in Ontario, and one of the highest numbers for any large city in the country. Households here had an average of 3.5 residents, compared with a national average of 2.4 and an Ontario average of 2.6, as of the Census. That means the average Brampton household had 46 percent more people living in it than the average Canadian home.

Some 42,060 Brampton residential units housed five or more people. It's the only municipality in the GTA where this Census category outnumbered all the others, and a sharp contrast to Toronto, where one-person households were the largest category.

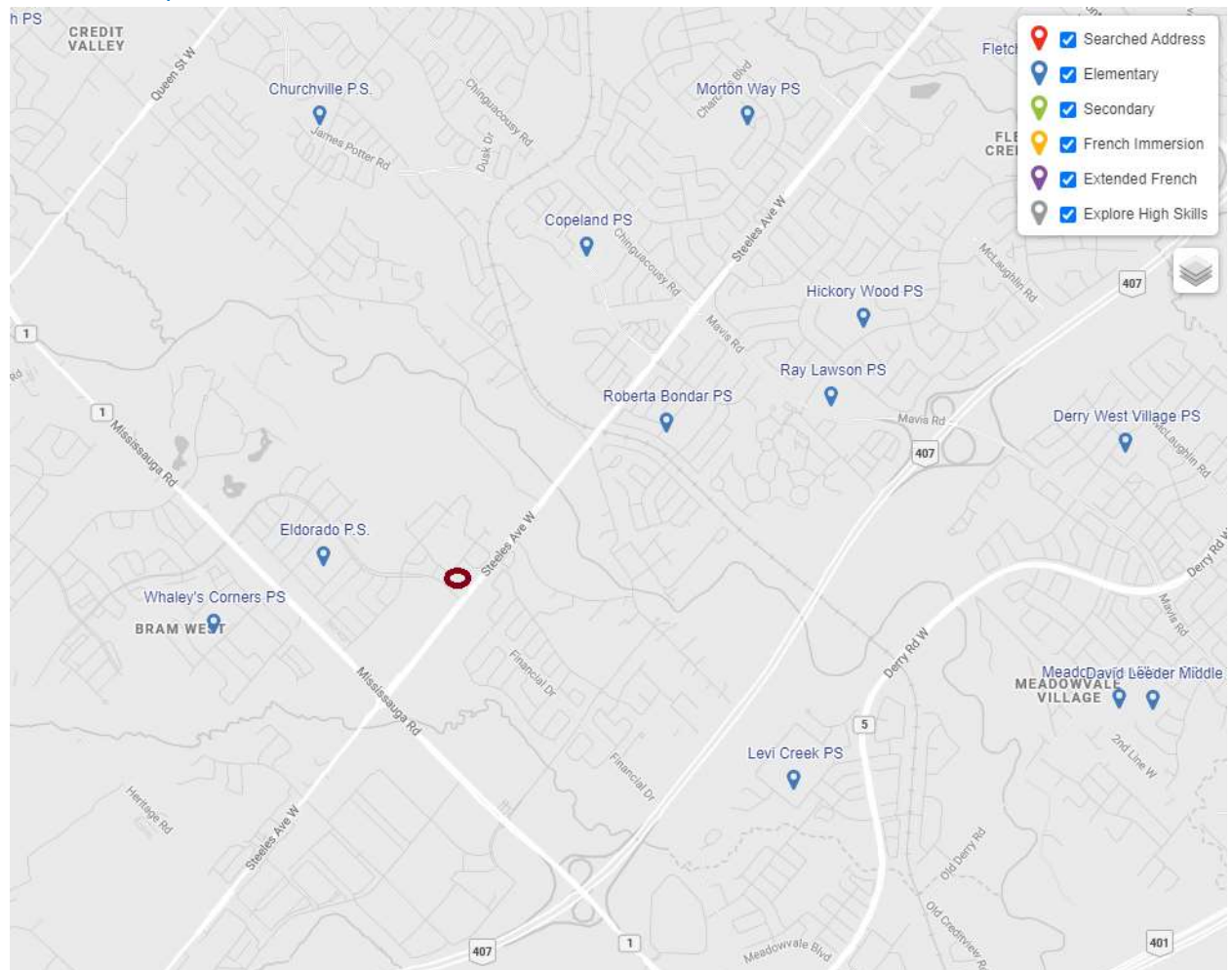
<https://thepointer.com/article/2020-09-18/no-evidence-to-suggest-multigenerational-households-responsible-for-brampton-s-rise-in-covid-cases>

<https://vanierinstitute.ca/sharing-a-roof-multigenerational-homes-in-canada-2021-census-update/>

4. Proposed plan will increase crowding in existing classrooms at Schools which already resort to use of portables:

The map below shows location of schools in the area. There are only two schools in the area. Building high-density, high-rise rental apartment buildings will further exasperate the situation in the schools in the neighbourhood

Location map of Schools from Peel District School Board.

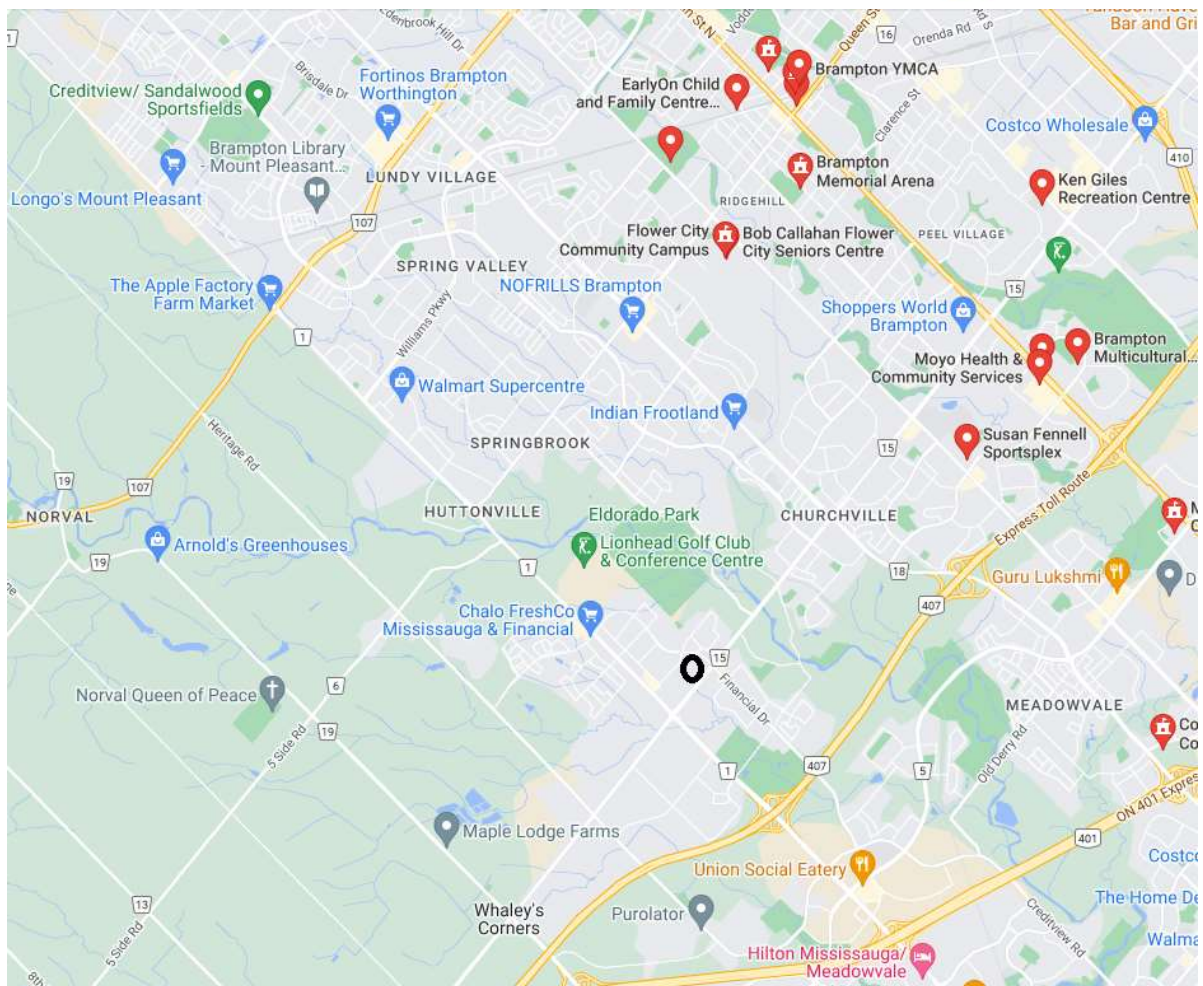
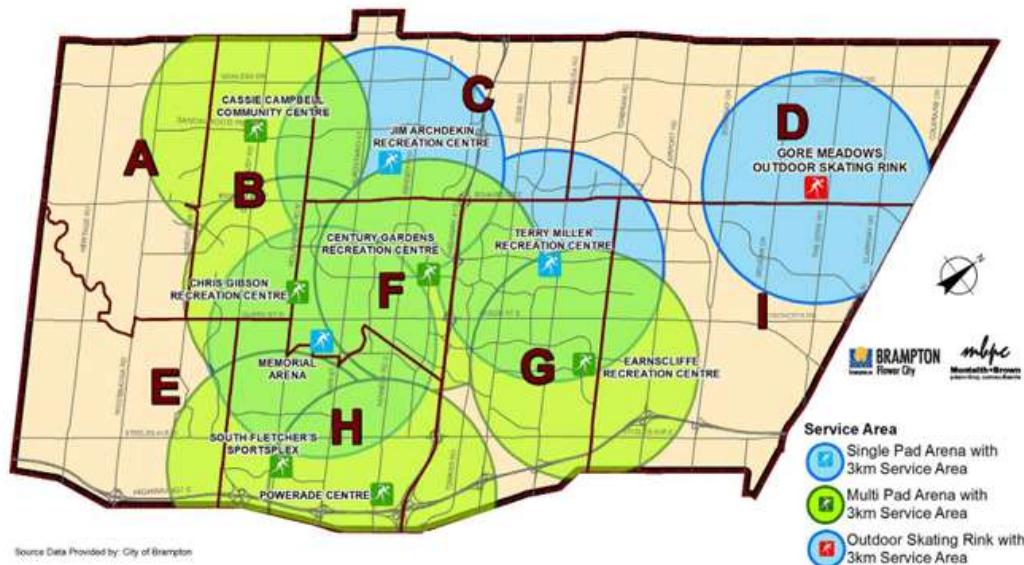


<https://www.peelschools.org/school-finder>

5. Lack of Community Centres and recreational facilities in the neighbourhood:

The neighbourhood does not have Community centres and Recreational facilities in near proximity to the neighbourhood. The nearest facility "Susan Fennell Sports complex" is 6 kms away. With no plans to build new facility, adding high-density, high storey rental unit buildings will further increased load on existing facilities, further compromising the services provided to residents in the neighbourhood.

Location map of existing Community Centres and Recreational facilities in the neighbourhood.



6. The proposed plan will further increase auto-insurance rates:

Brampton has the highest auto insurance rates in the province at a whopping \$2,707 per year, up 37%. Building high-density, high storey rental unit buildings will further increase traffic, accident rates, resulting in higher auto-insurance premiums. Recent trend in bank rates set by Bank of Canada, resulting in high mortgage rates and this resulting increase in auto-insurance rates is likely to further increase financial burden of the community.

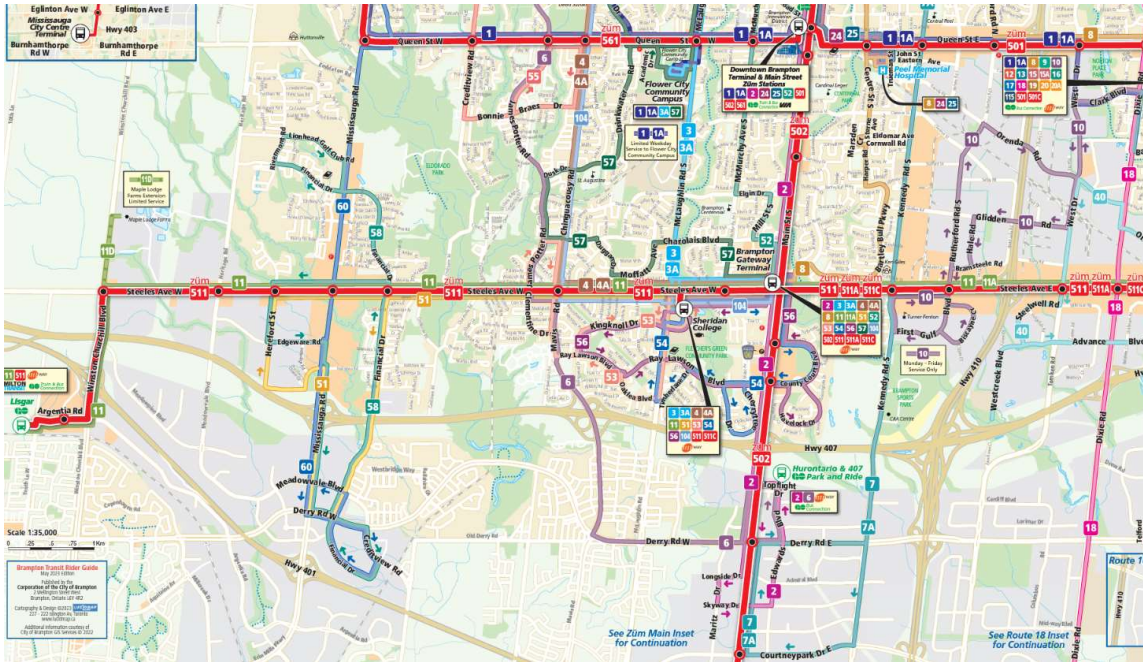
Rank	City	Average 2023 estimated premium	Average 2021 estimated premium	Change (%)
1	Brampton	\$2,707	\$1,976	37%
2	Toronto	\$2,325	\$1,953	19%
3	Mississauga	\$2,311	\$1,971	17%
4	Richmond Hill	\$2,188	\$2,025	8%
5	Vaughan	\$2,158	\$2,179	-1%
6	Pickering	\$1,985	\$1,959	1%
7	Markham	\$1,870	\$1,744	7%
8	Oshawa	\$1,839	\$1,833	0%
9	Hamilton	\$1,810	\$1,564	16%
10	Schomberg, King City, Nobleton	\$1,801	\$1,766	2%

Rate estimates based on a 35-year-old driver of a 2019 four-door Honda Civic with a clean driving record.

<https://www.forbes.com/advisor/ca/car-insurance/ontario-car-insurance-rates-up-12-percent-2023/>

7. Lack of mass rapid transit in the area:

City of Brampton's existing transit system has only 4 routes plying in the proposed area. Zoom 511, 11, 51 and 60 service the area. compared to 20 routes near Gateway Terminal. The city's transit system will not be able to service needs of residents of proposed high-density, high storey rental unit buildings. The proposed development is more suited to areas near Hurontario Street, Brampton Go or Bramalea Go Stations since they are already serviced by a large network of City of Brampton's transit system.



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8. The proposed plan does not meet City of Brampton’s strategy to address the challenge of Brampton being coined as a “Bedroom community”:

The Brampton Board of Trade estimates there are approximately 142,000 jobs in Brampton, with roughly 152,000 — or 51.7 per cent — of Brampton’s workforce commuting to jobs outside the city.

The problem, according to BBOT CEO Todd Letts, is that Brampton has and continues to add residents and housing at a much faster pace than it’s adding local jobs.

The proposed plan to build high-density, high storey rental unit buildings will continue the taboo of Brampton being called a “Bedroom community”.

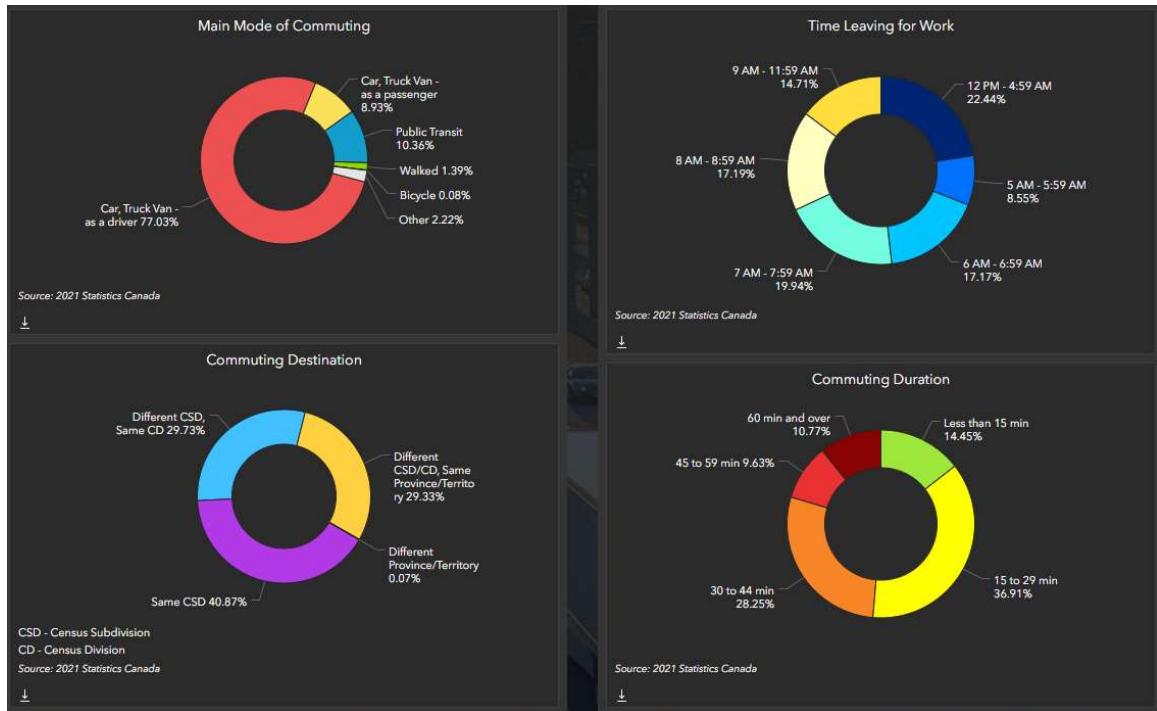
https://www.bramptonguardian.com/news/brampton-not-adding-jobs-fast-enough-to-shake-bedroom-community-status-says-board-of-trade/article_8d0b8da3-4873-53dc-9fa4-89d852de8009.html

9. The proposed plan will impact Carbon Footprint:

According to data, use of cars, trucks, or vans remain the primary mode of transportation for Brampton residents to go to work. With more and more people traveling long distances to work, building high-density, high storey rental unit buildings in Brampton West will further negatively impact the Carbon Footprint.

Journey to Work

- While at 10.3%, public transit was still the second most popular method of transportation to work in 2021 even though it dropped from 14% in 2016.
- The use of cars, trucks, or vans as a driver increased from 75.9% in 2016 to 77% in 2021, and their use as a passenger increased from 7.4% to 8.9%.



<https://geohub.brampton.ca/pages/profile-labour>