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# Results of Public Meeting

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**RESULTS OF PUBLIC MEETING**  
Planning and Development Committee  
Regular Meeting: December 12, 2022  
City File Number: OZS-2022-0038

**Members Present:**

Mayor Patrick Brown (ex officio)  
Deputy Mayor H. Singh - Wards 9 and 10  
Regional Councillor M. Palleschi - Wards 2 and 6  
Regional Councillor R. Santos - Wards 1 and 5  
Regional Councillor P. Vicente - Wards 1 and 5  
Regional Councillor M. Medeiros - Wards 3 and 4  
Regional Councillor P. Fortini - Wards 7 and 8  
Regional Councillor N. Kaur Brar - Wards 2 and 6  
Regional Councillor D. Keenan - Wards 3 and 4  
Regional Councillor G. Toor - Wards 9 and 10  
City Councillor R. Power - Wards 7 and 8

**Staff Present**

Planning, Building and Growth Management

Steve Ganesh, Commissioner  
Allan Parsons, Director, Development Services  
David VanderBerg, Manager, Development Services  
Jeffrey Humble, Manager, Policy Planning  
Kelly Henderson, Supervisor / Principal Planner, Development Services

City Clerk's Office

Peter Fay, City Clerk  
Clara Vani, City Clerk  
Charlotte Gravlev, Deputy City Clerk

**Staff Report:**

Kelly Henderson, Planner, Development Services, presented an overview of the application that included the location of the subject land, area context, proposed rendering, official plan designation, secondary plan designation, tertiary plan designation, zoning bylaw, zoning by-law amendment, planning framework, issues and opportunities, and next steps.

The Information Report, prepared by Development Services Staff, for the proposed Official Plan and Zoning By-law amendments was received by the Planning and

Development Committee. Development Services Staff was instructed to report back to the Planning and Development Committee with the results of the Public Meeting and a Staff Recommendation following the completion of the circulation of the applications and a comprehensive evaluation of the proposal.

Nine delegates from members of the public provided verbal comments on the proposed application. Their delegations were received. Marshall Smith, KLM Planning Partners Inc., also functioned as a delegate and provided additional information regarding the proposed development including community context, City-initiated tertiary plan concept, conceptual site plan, overall plan, and streetscape.

City Clerks received nineteen correspondence emails from members of the public. The emails contained comments, questions, concerns, suggestions, and perspectives for the proposed application. This includes concerns regarding privacy, transit, traffic, school resources, noise, shadowing, environmental impacts, and the overall compatibility of the proposed development with respect to the evolving nature of the applicable Secondary Plan, the Credit Valley Secondary Plan and associated Springbrook Tertiary Plan.

#### Compatibility of the Proposal with the Existing Established Neighbourhood

Members of the public expressed compatibility concerns of the proposed high-rise towers and back-to-back stacked townhouses with the existing established residential neighbourhood.

Response: The Brampton Official Plan states that compatibility does not mean uniformity or even consistency, but should relate to the context of the site and surrounding neighbourhood. Considerations include the massing, scale and height of the proposed development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties. The proposed development allows adjacent properties to maintain their general access to privacy and sunlight, and provides for adequate separation and screening with landscaping and fencing in order to maintain privacy and character. Supporting studies such as Urban Design Brief, Sun/Shadow Study and 45-degree angular plane elevation assessment were submitted to assure appropriate transitions in building height and scale from taller buildings proposed on the subject site to nearby low-rise residential properties. These submitted studies, along with the conceptual landscaping plan, show limited and mitigated adverse impacts such as overlook and shadowing onto nearby existing and established low-rise residential properties and communities.

#### Privacy Impact

Members of the public expressed privacy concerns with the proposed development. It was communicated by members of the public that the proposed development is situated between two established low-density neighbourhoods, with the northerly portion of the

proposed development abutting the backyard of existing dwellings, and the southerly portion overlooking existing residential dwellings across Queen Street West.

*Response:* The proposed development includes two residential towers that are 16 storeys (Tower A) and 14 storeys (Tower B) in height. The towers rest on a six-storey podium located on the southerly portion of the subject lands. Six blocks of back-to-back stacked townhouses are located on the northerly portion of the subject lands. The applicant submitted elevation drawings with a 45-degree angular plane assessment, which staff has reviewed. A 45-degree angular plane assessment is used as a tool to assess overlook, shadowing and privacy, as well as to assist with establishing appropriate transitions in height and scale from taller buildings to existing and nearby established low-rise residential neighbourhoods.

The six-storey podium maintains a 4.51 metre to 5.24 metre setback from the southerly property line along Queen Street West, and the proposed residential towers are stepped back from the edge of the podium by 12.89 m for Tower A, and 4.8 metres for Tower B. Furthermore, the proposed high-rise towers are sited more than 100 metres from the single-detached houses to the north and 50 metres from those to the south across Queen Street West. The 45-degree angular plane assessment indicates that the height of the proposed residential towers fit within the 45-degree angular plane to the adjacent and nearby low-rise residential dwellings to the north and south.

The proposed residential back-to-back townhouses located on the northerly portion of the subject lands are 3.5 storeys in height and maintains an 11.68 metre to 20.63 metre setback from the northerly property line. The 45-degree angular plane assessment indicates that the height of the proposed back-to-back townhouses fit within the 45-degree angular plane to the adjacent residential dwellings to the north. An appropriate landscape buffer that contains trees and other vegetation is located along the northern property line that further enhances privacy by providing a physical barrier to the field of vision from the proposed development to the adjacent dwellings. This includes the field of vision from the top floor of the residential towers, which is approximately 135 metres from the northern property line.

Staff has carefully reviewed the elevation drawings and associated 45-degree angular plane assessment and is satisfied that an appropriate level of privacy will be maintained.

### Traffic Impact

Members of the public expressed concerns that the proposed development will introduce more traffic into the immediate area, which may subsequently result in traffic congestion and decrease in overall vehicular and pedestrian safety.

*Response:* Queen Street West is a major arterial road that features two lanes of

traffic each way, dedicated turning lanes, pedestrian sidewalks, signalized intersections (vehicular and pedestrian), painted pedestrian crosswalks, and is currently serviced by transit. A Transportation Impact Study (TIS) has been prepared for the proposed development that forms part of the original application submission. The TIS has been revised to reflect changes to the proposed development, with the most recent version dated May 2023. A TIS was undertaken to analyze the existing transportation network, traffic conditions, traffic forecasts, and parking suitability.

The TIS notes that traffic movements are forecasted to operate at acceptable levels up to the 2031 horizon with the net impact of the proposed development to be relatively minor. It is further noted that the future expansion of Mississauga Road from four lanes to six lanes would improve the level of service and capacity of the Queen Street West and Mississauga Road intersection to the west. Parking and site access for the proposed development was also found to be acceptable and appropriate.

The City's Traffic Service Staff has reviewed the TIS and found that the traffic impact from the proposed development is acceptable and have no major concerns with the proposed development.

#### Noise Impact

Members of the public expressed concerns that the proposed development would create adverse noise impacts on the surrounding neighbourhood.

*Response:* A Noise Study, dated July 13, 2022, has been prepared for the proposed development that forms part of the original application submission. The Noise Study found that the incorporation of adequate noise mitigation measures will ensure that the proposed development meets the City of Brampton, Region of Peel and the Ontario Ministry of Environment's noise guidelines for indoor and outdoor spaces. These measures include the use of central air conditioning for certain residential units, sound barriers for rooftop amenity areas, window, wall, and door constructions for certain residential units, and reviewing acoustical requirements again prior to the issuance of a building permit with an acoustical consultant.

The City's technical staff has reviewed the Noise Study and considers the study and proposed development acceptable with respect to noise.

#### Shadowing Impact

Members of the public expressed concerns that the proposed development would shadow existing residential dwellings, particularly those butting the subject lands.

*Response:* A Shadow Study, prepared by 4 Architecture Inc. and dated July 5, 2022, was submitted as part of the original application submission. A Sun/Shadow

Study models the anticipated path of the sun and the shadowing from the proposed development during prescribed times of the day at the winter and summer solstices and spring and fall equinoxes. The Study suggests no significant shadow impact from the proposed high-rise towers and back-to-back stacked townhouses onto nearby properties during the spring and autumn solar equinoxes.

To further help mitigate the proposed development's shadowing impact, Planning and Design Staff are recommending a smaller tower floorplate so that the shadow casted by the high-rise towers will move quicker throughout the day. Details of the proposed development design will be further evaluated at Site Plan stage to further mitigate impact.

### Environmental Impact

Members of the public expressed concerns that the proposed development would negatively affect the environment as the proposed development is near or adjacent to existing natural areas, features, and functions.

Response: An Environmental Impact Study, dated May 2023, has been prepared for the proposed development. The subject lands are located at the northeast corner of Elbern Markell Drive and Queen Street West, abutting a wood lot to the east, residential dwellings to the north and municipal roads to the west and south. The Huttonville Creek Valleylands is located across Elbern Markell Drive to the southwest.

The subject lands have previously been developed, occupied, affected by human intervention. As such, the proposed development overall does not reflect a significant negative environmental impact onto the subject lands. The proposed development includes a 10-meter buffer from the adjacent wood lot to the east, which mitigates risk to the natural heritage features and functions of the wood lot to the east. The subject property maintains more than 95 metres of separation from Huttonville Creek and further does not encroach onto habitat that supports provincially endangered Redside Dace. Stormwater is to be managed through existing stormwater ponds and existing storm sewers along Queen Street West, resulting in little to no impact on fish habitat. Additionally, new trees and vegetation will be planted as part of the proposed development.

City staff has reviewed the Environmental Impact Study and finds the study acceptable.

### School Capacity

Members of the public expressed concerns about overcrowding of schools without plans being in place for the construction of new schools to accommodate new residents.

Response: The development application was circulated to the Peel District School

Board and the Dufferin-Peel Catholic District School Board. Planning staff received no objections from the aforementioned school boards. The individual school boards conduct regular planning and forecasting studies to estimate the required capacities on their educational facilities to determine whether new or expansion of schools and other permanent or temporary facilities are required, or alternatively, there is a surplus of existing facilities. Once the individual school board has determined the need to build or expand educational facilities, they typically partner with other levels of governments for the funding required for their construction and operation.

### Proposed Development within an Evolving Nature of the Springbrook Tertiary Plan

Members of the public expressed concerns regarding the changing planning framework and associated planning permissions for the Credit Valley Secondary Plan and associated Springbrook Tertiary Plan. Specific concerns that were raised includes allowing higher density developments, such as the subject proposed development, in the Springbrook community.

Response: Metrolinx is leading a project to study the Queen Street – Highway 7 corridor with the intention of enhancing transit connections in Brampton and Vaughan. This includes the advancement of planning, design, and environmental assessments of a Bus Rapid Transit (BRT) corridor along Queen Street – Highway 7. An Initial Business Case was completed in 2020, and the project is currently in Phase 2, which is the Short List Evaluation phase. This phase is intended to advance the Preliminary Design, the Transit Project Assessment Process (TPAP) of environmental review, and the Preliminary Design Business Case.

It is the vision and goal of the Province and the City is to orient density along major roads that are well serviced by transit, particularly BRT routes. The Province and the City also have density targets to meet in accordance with projected growth over a 15-year horizon; the City also has a Provincially-assigned municipal housing target of 113,000 new residential units by 2031. It is further anticipated that development along Queen Street compliment the transit route through place-making, complete streets, complete communities, and are transit-oriented.

With the emerging planning framework for Queen Street, the City is actively exploring options to support the future BRT route along Queen Street West. This includes a proposed revised Official Plan Amendment to the Credit Valley Secondary Plan to reflect the emerging context. The proposal's increase in density will help support potential future transit uses and support Provincial's interests and directions in delivering and maintaining transit investments over a long-term horizon.

City staff is supportive of the proposed increased density for the subject lands as it is located along Queen Street West, a potential BRT corridor is currently under study.