

**Results of Public Meeting (June 6<sup>th</sup>, 2022) and Correspondence Received**

**OZS-2022-0001**

**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  
City Councillor J. Bowman - Wards 3 and 4  
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 (personal)  
City Councillor C. Williams - Wards 7 and 8 (personal)

**Staff Present:**

Allan Parsons, Director, Development Services, Planning,  
Building and Economic Development

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

Paul Morrison, Acting Chief Administrative Officer

Sameer Akhtar, City Solicitor

Peter Fay, City Clerk

Charlotte Gravlev, Deputy City Clerk

Tammi Jackson, Legislative Coordinator

### **Item 5.2**

Staff Report re: Application to Amend the Official Plan and Zoning By-law, City of Brampton, 227 Vodden Street East – File – OZS-2022-0001

Carmen Caruso, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, proposal, design details, official plan designations, secondary plan designation, block plan designation, zoning by-law and zoning by-law amendment, issues/opportunities and next steps.

### **Staff Response to Comments**

The application has received some input and interest from the surrounding community. Staff are in receipt of twenty-three (23) written correspondence from the Brampton Residents noted above. Four (4) Brampton residents provided verbal comment at the meeting as well. 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 parking issues. There is not enough parking provided on the subject property to accommodate the parking demand that will result from the proposed development.

#### *Response:*

A Traffic Impact Study was prepared by Nextrans Consulting Engineers, dated December 2022, to assess the potential impact of traffic generated from the proposed development of the subject lands. Phase 1 of the proposed development is expected to generate 324 two-way auto trips during the morning, and 418 two-way auto trips during the afternoon peak hours, as well as 236 total to-way transit trips and 130 total two-way transit trips in the morning and afternoon peak hours, respectively. In the ultimate development scenario, the proposal is expected to generate 663 two-way auto trips and 819 two-way auto trips in the morning and afternoon respectively. The study concludes that the existing intersections will continue to operate at acceptable service levels subject to signal timing improvements for Phase 1 and ultimate development scenarios. The proposed development will not result in significant queuing issues for intersections located immediately adjacent to the existing Centennial Mall.

Revisions are required for the Traffic Impact Study prior to final approval of the Zoning By-law and Official Plan Amendment by Council.

The applicant has proposed 0.5 parking spaces per dwelling unit for residents, and 0.2 parking spaces per dwelling unit for visitor parking. The visitor parking rate of 0.2 spaces per resident is appropriate for residential uses, however, there is some concern that additional parking spaces are required beyond the 0.5 spaces per dwelling. Adequate justification for a parking rate of 0.5 spaces per residential unit has not been provided to date. Traffic staff look forward to addressing this with the applicant prior to the enactment of the zoning by-law amendment.

### **Servicing and Infrastructure**

*Issue:*

How will water and sewage infrastructure service the proposed development?

*Response:*

A Functional Servicing Report was prepared by Counterpoint Engineering in June 2023 to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage. Street 'A' is planned to contain a sanitary sewer, watermain, and storm drain to service the Phase 1 lands. The primary mall building will maintain its existing service connection to Hansen Road North.

City staff are generally satisfied with the proposed servicing strategies, but do require some revisions to be able to issue a final approval to the FSR, which is planned to be completed prior to the issuance of draft approval for the plan of subdivision.

Additional sanitary sewer infrastructure is required to be installed to service the proposed phase 1 of the development, prior to the issuance of building permits. In this case, a planning tool available through the Provincial Planning Act will be used (Section 34(5)) within the recommended zoning by-law amendment to ensure that no as of right land use permissions will be in place until the required servicing is available.

### **Loss of Commercial Space**

*Issue:*

Demolition of the existing mall and retail uses will result in a loss of commercial space. Residents will have to travel further distances by car to access commercial uses and grocery stores.

*Response:*

The proposed development includes a range of non-residential uses, such as retail, service commercial uses, and a grocery store to support complete communities. Included

in the Official Plan Amendment is a policy requiring the replacement of the existing Food Basics with a new supermarket or grocery store concurrent with, or prior to the completion of the final phase of development. This will ensure that future residents, as well as existing residents, will have access to a new grocery store upon the completion of the final phase of the proposed development. A total of 2,787 sq. metres, or 28,621 sq. feet of non-residential space is proposed throughout all phases of the proposed development, and a 2,787 sq. metre (29,999 sq. feet) grocery store in phase 3.

### **Construction Impacts**

*Issue:*

Construction resulting from the proposed development will result in disruptions to the surrounding residential neighbourhoods.

*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.

### **Amenities and Access to Greenspace**

*Issue:*

What amenities would be available to residents of the proposed development? Will residents of the proposed building have access to green space?

*Response:*

The proposed development would provide outdoor amenity space for future residents through the provision of rooftop amenity terraces located on podium roofs. The proposed development includes a publicly-accessible plaza amenity space at the intersection of Kennedy Road and Vodden Street adjacent to ground-floor commercial spaces. Neighbourhood nodes are proposed throughout the phases of the proposal development, which offers opportunities for socialization and amenity space for future residents through the provision of outdoor chess tables, fitness stations, and dog parks. A total of 12,075 sq. metres, or 129,974 sq. feet of outdoor and indoor amenity space is proposed for all phases of development.

### **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 doesn't "fit" with the surrounding neighbourhood.

*Response:*

An Urban Design Brief, prepared by Graziani + Corazza Architects was submitted to provide justification for the design of the site and principles of built form for the proposed development. The proposed development incorporates the highest building heights along Kennedy Road, with building heights tapering down towards the residential neighbourhood east of Hansen Road North to provide an appropriate transition to lower-density residential uses. In Phase 1 of the proposed development, the massing and architectural design of Buildings C and D at the intersection of Kennedy Road and Vodden Street are designed to frame the intersection as a focal point of the proposed development. Building A is located closest to lower-scale residential uses to the east of the proposed development. The building has a proposed maximum height of six storeys along Hansen Road North, which tapers down to four storeys moving south along the site towards the intersection of Hansen Road North and Sutherland Avenue.

In Phase 2 and 3 of the proposed development, three-storey townhouses are proposed along the easterly property line fronting Hansen Road North to provide an appropriate transition in height from low-density residential uses east of Hansen Road North. Four-storey stacked townhouses are proposed along the southern portion of the site to transition to existing townhouses south of Marshall Drive. The proposal includes varying heights and building forms to provide an appropriate height transition from 39-storey and 29-storey buildings proposed along Kennedy Road North, to surrounding low-density residential neighbourhoods.

A Shadow Study was also provided by the applicant as a component of the Urban Design Brief to ensure that impacts related to shadowing are appropriately incorporated into the design of the building. The study demonstrates that shadows will have a minimal impact on surrounding lower-scale residential neighbourhoods, with the most significant impacts at the equinox (September 21<sup>st</sup>). Shadowing impacts are least significant for Phase 1 of the proposed development on June 21<sup>st</sup>. The impacts of shadowing have been reduced through the design of the proposed development which includes varying building heights and concentration of the highest buildings along Kennedy Road.

The applicant has submitted an angular plane analysis (refer to Attachment 1c, 1d, 1e, 1f). The 45-degree angular plane is a frequently used planning standard to minimize impacts from higher-density development on nearby low-rise neighborhoods. Staff notes that Buildings B and C in Phase 1 of the proposed development do not comply with the 45-degree angular plane from Vodden Street East. The roof structure and 8 storeys of Building B breach the 45-degree angular plane. Approximately 6 storeys of the total 26 storeys of Building C breach the 45-degree angular plane.

Although Building B breaches the 45-degree angular plane, staff notes that the impacts are minimal, with only 25% of the building frontage of Building B breaching the plane, in addition to approximately 20% of the frontage of Building C. The 3 to 8-storey podiums of Building B and Building C do not breach the 45-degree angular plane.

City Staff recognize that the visual impacts of the proposed development are reduced by way of the maximum tower floorplate of 800 square metres which mitigates the negative impacts of shadowing on adjacent low-rise residential properties. Furthermore, Staff generally agrees with the proposed building heights due to the site's location in the Kennedy Major Transit Station Area. Major Transit Station Areas are strategic areas that are planned to accommodate transit-supportive densities and a significant proportion of the City's residential intensification to meet the province's housing target.

City Urban Design Staff have reviewed the Urban Design Brief and find it satisfactory to support the proposed development.

### **Environmental Sustainability**

*Issue:*

The proposed development will result in the loss of local wildlife and vegetation.

*Response:*

The subject property currently contains an existing commercial plaza with two existing one-storey retail buildings and an asphalt parking lot. Existing tree resources on the property consist of landscaped trees. An Arborist Report was submitted with the application, prepared by Kuntz Forestry Consulting Inc, which identified 57 trees on and within ten metres of the subject property. The Arborist Report recommends the removal of 41 trees on the site, and 47 replacement trees are required in accordance with City standards to compensate for the removal of trees on the property.

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 45 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:*

How does the proposal support housing for families with children?

*Response:*

The applicant is proposing to develop the lands for residential housing. The proposed development contemplates 2724 residential units, 1182 of which are proposed for Phase 1 of the development which will support the supply of housing in the City of Brampton. 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 is to provide seven (7) studio units, seven-hundred-ninety-one (791) one-

bedroom units, three-hundred-nine (309) two-bedroom units, and 75 (seventy-five) three-bedroom units. The proposed development will provide a wide range of residential units to suit different households and support the housing stock in the City of Brampton.

### **Education and School Accommodation for Future Residents**

*Issue:*

How will existing schools in the area accommodate for the increased demand on educational services?

*Response:*

There are six schools within 800 metres of the subject property, including Kingswood Drive Public School, Gordon Graydon Senior Public School, Madoc Drive Public School, Central Peel Secondary School, and Agnes Taylor Public School. 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 330 students would be generated from the proposed development, and the Dufferin-Peel Catholic District School Board anticipates 83 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.