

## **Detailed Planning Analysis**

### **City File Number: OZS-2019-0006**

#### **Overview**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

#### **Matters of Provincial Interest**

##### **Planning Act:**

The application has been reviewed for compliance and regard for matters of Provincial interest as set out in Section 2 of the *Planning Act* R.S.O 1990. The proposed Official Plan Amendment and Zoning By-law Amendment represent orderly development in a desired location that is suitable for urban growth and development.

The application has regard to, among other matters of provincial interest such as:

- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- p) The appropriate location of growth and development;
- q) The promotion of built form that,
  - (i) is well-designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The recommendations are consistent with the above noted matters by adding housing stock and directing intensification and redevelopment in a compact form. These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These are described in the relevant sections below.

### **Provincial Policy Statement (PPS)**

The current Provincial Policy Statement (PPS) came into effect as of April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns.

As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.

Sections 1.1.1 and 1.1.2 state:

*“1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting cost-effective development standards to minimize land consumption and servicing costs.*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific*

*areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas.*

*1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;*

*1.1.3.2 Land use patterns within settlement areas shall be based on:*

*a) densities and a mix of land uses which:*

*1. efficiently use land and resources;*

*2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*

*4. support active transportation;*

*5. transit-supportive, where transit is planned, exists or may be developed;*

*b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Section 1.4 of the PPS 2014 provides policies relating to housing:

*“1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

*a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and*

*redevelopment and, if necessary, lands which are designated and available for residential development; and*

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use;*
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*
- f) The proposed development intensifies the use of the existing site and will be supported by existing infrastructure and public service facilities. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures. The proposal will offer an appropriate means of regeneration within the area by animating the street through reduced setbacks and façade design. The proposal will promote the efficient use of available land by providing for an intensified, compact built form, which is encouraged by the PPS where it can be accommodated.*
- g) Along with the transit options provided along Clarence Street, as well as Centre Street, the sites proximity to Main Street and Kennedy Road provides a well-connected public transportation system as well as opportunities for cycling and walkability features. The proposal will contribute to a desirable pedestrian realm and provide ease of access to a range of uses. This will be supported through the provision of high- quality built form, pedestrian connections and the provision retail/commercial and residential opportunities.*
- h) Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and the proposed Official Plan and Zoning By-law Amendment is therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.*

The following policies in Section 1.6 relate to land use and transportation and infrastructure facilities:

- “1.6.4.2      Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible;*
- 1.6.5.2      Efficient use shall be made of existing and planned infrastructure;*
- 1.6.5.4      A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus;*
- 1.6.5.5      Transportation and land use considerations shall be integrated at all stages of the planning process.*
- 1.6.7.2      Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;*
- 1.6.7.4      A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

The proposed Official Plan Amendment and Zoning By-law Amendment applications conform to Sections 1.1.1 and 1.1.2 of the PPS as the subject lands are located within a Settlement Area and further will contribute to the existing housing stock and maintain retail/commercial opportunities in the area which will assist in meeting the long-term needs of a healthy, livable and safe community. The proposed residential component will contribute to an appropriate mix of housing types in an area which is largely dominated by single detached housing with dispersed apartment dwellings.

The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as priority options for alternative modes of transportation. The proposed development intensifies the use of the existing site and will be supported by existing infrastructure and public service facilities. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

Staff is satisfied that the recommendations of this report for the development are consistent with the applicable sections of the Provincial Policy Statement (PPS).

## **Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect July 1, 2017, replacing the 2006 Growth Plan. Under the Planning Act, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041. The 2017 Growth Plan builds from the progress of the former plan and provides stronger policies regarding the importance of optimizing the use of land and infrastructure as well as the achievement of complete communities.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate the proposed Official Plan Amendment and Zoning By-law Amendment conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe.

Growth Plan policies relevant to the proposed development include Section 2.2.1 – Managing Growth, Section 2.2.2 – Delineated Built-up Areas, and 2.2.6 – Housing which provide that:

*“2.2.1.2.        Forecasted growth to the horizon of this Plan will be allocated based on the        following:*

- a) the vast majority of growth will be directed to settlement areas that:*
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems;*
  - and,*
  - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
  - i. delineated built-up areas;*
  - ii. strategic growth areas;*
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned*
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands;*  
*and*

With respect to the establishment of complete communities, Policy 2.2.1.4 Managing Growth provides that:

*2.2.1.4.        Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
 
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;**
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low- carbon communities;*

Policy 2.2.2 (1) Delineated Built-up Areas, establishes the required target for development within delineated built-up areas:

- 2.2.2.1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 2.2.2.2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 2.2.2.4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
 
  - a) encourage intensification generally to achieve the desired urban structure;*
  - b) identify the appropriate type and scale of development and transition of built form to adjacent areas;*
  - d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities**

Section 2.2.6 of the Growth Plan provides policy guidance related to housing, including

Policy 2.2.6.2 which builds on the objective of previous sections, emphasizing the importance of achieving complete communities.

- 2.2.6.1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that*
  - a) *supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by*
    - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
- 2.2.6.2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
  - d) *planning to diversify their overall housing stock across the municipality.*
- 2.2.6.3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The proposed development demonstrates consistency with the policies of the Growth Plan as it proposes an increase in residential density in a location which is situated within the existing settlement area and delineated built boundary. The mixed-use development will support the creation of a complete community as it proposes both residential and continued commercial opportunities and is situated proximally to existing commercial areas along Main Street and Kennedy Road, in addition to institutional uses such as elementary and secondary schools and recreational opportunities.

The development demonstrates consistency with the Growth Plan as it proposes an increase in residential density in an area that is appropriately serviced relative to the population generation anticipated by the proposal. Given the subject property's location, it's accessibility to several existing transit options, therefore, reduced dependence on private automobile travel and a potential reduction in greenhouse gas emissions can be anticipated. Overall, the proposed mixed-use development adheres to the objectives of the Growth Plan by providing residential intensification while considering the achievement of complete communities, built form, scale and transition to adjacent areas through compact and inclusive and overarching urban design practices.

The location provides ease of access to multi modal transportation options and will therefore encourage residents to engage in alternative modes of transportation such as public transit and active transportation, which are both readily available in the area. The proposal demonstrates conformity with the Growth Plan's objective to promote the integration of transportation and land use planning and supports intensification objectives. Therefore, Staff is satisfied that the recommendations of this report conform to the policies of the Growth Plan for the Greater Golden Horseshoe.



## **Region of Peel Official Plan**

The Regional Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long- term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. The subject lands are designated “Urban System” in schedule E-1 of the Region of Peel Official Plan.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate the proposed Official Plan Amendment and Zoning By-law Amendment’s conformity with the Region of Peel Official Plan.

It is the goal of the Region of Peel to:

*“5.1.2 To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide and efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel”*

Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the “Urban System”, which include the following:

*“5.3.1.1 To conserve the environmental and resource attributes of the Region.*

*5.3.1.2 To achieve sustainable development within the Urban System.*

*5.3.1.3 To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*

*5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*

*5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;*

*5.3.1.6 To promote crime prevention and improvement in the quality of life.*

*5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel.*

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
  - a) *support the Urban System objectives and policies in this Plan;*
  - b) *support pedestrian-friendly and transit-supportive urban development;*
  - c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*
  - d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The Region's general policies for growth management relevant to the proposed development include the following:

- "5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.5.2.4 *Prohibit the establishment of new settlement areas."*

Section 5.5.3: Intensification indicates that a significant portion of new growth should be directed to built- up areas, promote compact urban form and intensification. The general intensification objectives relevant to the proposed development include the following:

- "5.5.3.1.1 *To achieve compact and efficient forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of*

*mixed use, transit-supportive, pedestrian-friendly urban environments.*

*5.5.3.1.6 To optimize all intensification opportunities across the region.*

*5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”*

The Region's general policies for intensification relevant to the proposed development include the following:

*It is the policy of Regional Council to:*

*5.5.3.2.2 Facilitate and promote intensification*

*5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

The Regional Plan promotes the provision of a range and mix of housing types, sizes and densities that will provide access to rental housing for all income groups. Specifically, the Regional Plan provides the following policies:

*5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

The goal of the defined Regional Plan's land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. The Official Plan and Zoning By-law Amendment proposes permitting a mixed-use development that is transit-supportive, serviced and is representative of pedestrian friendly development.

The proposal will result in a compact, well-designed development that provides various housing options to meet the needs of different households. Furthermore, the proposal demonstrates conformity to this plan by being a compact urban form that will intensify underutilized land. Accordingly, the subject applications conform to the policies of the Region of Peel Official Plan.

### **City of Brampton Official Plan**

The City of Brampton's Official Plan contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Plan incorporates upper-level planning policies of the PPS, Growth Plan and Regional Plan. The property is designated as 'Residential' on Schedule A of the Official Plan. Moreover, the subject property is located within the new Flowertown Secondary Plan area designated as Service Commercial.

The Official Plan policies that are applicable to this application include but are not limited to:

*d) Promote economic prosperity, improve live/work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for mixed use residential and commercial/employment uses;*

Section 3.1 of the Brampton Official Plan, Sustainable Planning Framework reads:

*The City's sustainable planning framework is built on:*

- An integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit and pedestrians and creating complete communities;*
- Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle;*

Section 4.1 relating to residential development in the City are as follows:

*(i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*

*(v) Promoting the intensification of land use as one of the strategies for protecting the natural heritage system and for the purposes of retaining lands for recreation purposes. Land use intensification will be achieved through increased densities involving infill development on vacant or underutilized sites, conversions and redevelopment to minimize the infrastructure requirements and within close proximity to transit.*

*(vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*

Section 4.1.1 General Residential Policies:

*4.1.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses to be permitted, subject to specific Secondary Plan policies or designations, may include uses permitted in the Commercial and Institutional and Public Uses designations of this Plan such as schools, churches, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.*

*4.1.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.*

*The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule G as being subject to the New Housing Mix and Density Categories:*

**New Housing Mix and Density Categories**

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

The residential component of the proposal is categorized under the “High Density” density category of the New Housing Mix and Density Categories of Section 4.2.1.2 of the Brampton Official Plan. Despite the high-density residential permission, the scale and mass of the building will respect and enhance the existing area and not adversely affect the existing low density residential in the immediate neighbourhood.

The proposed development is an appropriate form of infill development related to the intensification policies outlined in the Brampton Official Plan. The proposed infill development puts to use existing infrastructure and supports the efficient use of land. Additional residential policies relevant to the proposal are:

*4.1.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate*

*4.1.1.6 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed-use buildings in any Secondary Plan where such uses are permitted.*

*4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider designating high density residential sites relative to the following criteria:*

- (i) Compliance with the policies of the relevant Secondary Plan;*
- (ii) The ability of the road network and local transit to properly service the proposed density increase;*
- (iii) No detrimental physical impacts on adjacent properties including privacy and shadowing; and,*
- (iv) The ability to physically integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design,*

*and functional and physical considerations.*

The residential portion of the proposal is to be permitted through an Official Plan Amendment to the Brampton Flowertown Secondary Plan Area. The Official Plan Amendment will prescribe the maximum height of the residential development which has been supported by the technical studies and reports as prepared by the consulting team in support of the Official Plan and Zoning By-law Amendment applications.

The Traffic Impact Statement as prepared by Crozier & Associates details the anticipated traffic generation from the residential land use and also accounts for the anticipated trips to/from the site post development. The commercial portion of the site is intended to serve the immediate and surrounding area and is accessible by foot from area residents.

The proposal remains in compliance with the secondary plan area policies as it maintains the service commercial permissions as originally intended for the subject site. Further, it is in conformity with the City of Brampton Official Plan as it promotes the efficient use of underutilized lands whilst still maintaining the intended use of the subject lands as set forth by the City of Brampton.

The proposal is not anticipated to have any significant negative impacts on adjacent uses as depicted in the Shadow Study as prepared by RAW Architects. The building is stepped at the rear so to provide for appropriate sight lines catering to the privacy of the existing low density residential located immediately to the south of the property.

The proposal will consider the existing neighbourhood with specific regard to massing and scale, along with the integration of similar building materials so to ensure a fluid transition. The stepped building feature is intended to be sensitive to the existing neighbourhood fabric. The existing apartments located immediately to the west and east of the subject site will provide for an appropriate transition in built form that is sensitive to the area.

Additional residential policies relevant to the proposal are:

*4.1.1.8 The City shall strive to locate proposed high density residential buildings in areas that may have one or more of the following attributes:*

- (i) Have primary access to an Arterial, Collector or Minor Collector Road;*
- (ii) Are either within or adjacent to major compatible concentrations of commercial, recreational or institutional uses;*
- (iii) Are adjacent to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines; or,*
- (iv) Are close to significant public transportation facilities in accordance with the Transportation section of this Plan.*

The high-density residential land use permissions as proposed through this application for official plan and zoning by-law amendment are in conformity with the City of Brampton Official Plan residential policies.

Clarence Street is designated as a Collector Road, as referenced above in policy 4.1.1.8 (i). The utility of a collector road is defined below as per the definition offered in the city of Brampton official plan:

The site is proximal to Main Street South, and in turn will have access to the future Hurontario LRT ("the LRT"). The area will be serviced by bus routes which will ultimately provide access to the future LRT. The LRT will provide inter-regional access and extensive connections to the GTA (policy 4.1.1.8 (iv)).

Relevant policy excerpts from section 4.1.8 Design read:

*The City of Brampton will strive to create communities that have a high quality of development by:*

*(i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;*

*(iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;*

*(iv) Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,*

*For non-ground related residential developments, the following objectives shall be encouraged in accordance with the Development Design Guidelines:*

- *to locate at primary streets and gateways intersections;*
- *to locate primary building faces parallel to primary roads;*
- *to locate parking areas below grade (where possible);*
- *to provide pedestrian protection (i.e. canopies) for apartment entrances;*
- *to encourage grade-related apartment units (i.e. entrance and main windows) facing the principal street; and*
- *to locate mixed use development on the ground floor.*

From a design perspective, the development proposal is intended to fit in with the surrounding area context and further, enhance the existing neighbourhood through urban design and soft landscaping strategies. Minimal setbacks to Clarence Street and pedestrian accesses to the commercial/retail portion of the building will provide for an animated streetscape and promote universal accessibility through thoughtful site design such as appropriate sidewalk widths and depressed curbs. Superior urban design will be exhibited through proposed features of the building such as the overhang entry feature, appropriately

finished windows along the Clarence Street frontage, and strategically chosen soft landscaping features. The primary building face runs parallel to Clarence Street and is elongated to provide for an enhanced street presence.

Mixed-use development is encouraged to be provided on the ground floor, which is in conformity with development design guidelines. Windows and entrances for the grade-related commercial units are configured to face the Clarence Street frontage. Parking is proposed for visitors and users of the commercial/retail component at grade which provides convenience and safety. Pedestrian foot traffic is also anticipated in terms of accessing the commercial/retail portion. The function of the service commercial uses are to provide for the area residents.

The existing character area has been evaluated and further incorporated through the proposed building design in terms of massing, scale and building materials. The scale of the building is not anticipated, visually, to have significant impacts on the existing neighbourhood which is largely characterized by low density residential. Rather, the proposal will provide for an appropriate mix of scale/height as it is placed between the two adjacent apartment buildings and is appropriately proposed as a stepped design to mitigate visual impacts and privacy concerns for the single detached dwellings located beyond the rear property line. Evidence of this can be seen in the Shadow Study as prepared by RAW Architects. The shadow study exhibits minimal impacts to the existing area.

The proposal includes open space at the rear of the site which will function as usable amenity space for the residents of the residential component. The streetscaping treatment and soft landscaping features that will be implemented along Clarence Street will help to revitalize the area and add to the inventory of street trees. The surface parking area will be screened by soft landscaping features and buffered appropriately from the existing 4 storey apartment.

The increase in density and reduced setbacks to lot lines are supportive of the concept of CPTED and provide for eyes on the street which will improve perceived safety for pedestrians and area residents.

*4.1.8.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.*

*4.1.8.3 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility*

Section 4.1.8.1 states that residential development proposals and complementary uses shall be in accordance with the development design guidelines and urban design section of the Brampton Official Plan.

Universal accessibility guidelines and the City of Brampton Accessibility Technical Standards were considered in the preliminary stages of site design and will be included in the detailed design stage where appropriate.



*4.1.8.4 Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan, the City shall:*

- (i) Promote an appropriate massing and conceptual design of buildings;*
- (ii) Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;*
- (iii) Encourage the protection and enhancement of safe and attractive built environments;*
- (iv) Encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;*

The development proposal represents appropriate massing as exhibited in the architectural package as prepared by RAW design and the Urban Design Brief as prepared by NAK. The property is situated between two existing residential apartment buildings which are 4 storeys in height, respectively. The variability in scale is minimal as per the design of the building, which will ultimately fit in with the neighbourhood fabric. The elevations prepared by RAW Architects in support of this development show a stepped design which will foster an ease in transition and so to not negatively impact the existing low density residential.

The subject site is located in an area that is well serviced by transit and is accessible both by automobiles and pedestrian traffic. Bicycle spaces will be provided for residents, visitors and those who engage with the commercial uses to promote active, multi modal transportation options. These transportation options will be appropriately accommodated for through site design and supply of facilities (i.e bike racks, storage etc.). The area is largely characterized by residential uses and so the commercial/retail portion of the development will not only be advantageous for the residents, but also for those area residents. The proposal maintains the original intention as imposed by the City of Brampton in terms of providing service commercial uses in this area.

The proposal will further aid to revitalize the area and capitalize on underutilized lands. The built form will strategically coexist with the existing neighbourhood and be both aesthetically appealing and increase perceived sense of safety for area residents. Landscape treatment provided along the Clarence Street frontage, and throughout the site will be visually appealing and function to screen parking and other structures used for maintenance of the building (i.e hydro transformer). The amenity area proposed for residents will be appropriately landscaped and act as a safety buffer from the parking area and potential secondary access.

Section 4.2.1 General Commercial Policies relevant to the site read:

*4.2.1.2 The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.*

In support of this development application, technical studies for environmental, noise and architectural elements, among others, have been prepared. These documents provided as

a part of this application to better understand the feasibility of the development related to each element. The conclusion section of this Planning Justification Report also summarizes the findings of these reports.

*4.2.1.3 Development of some office or mixed-use projects will be governed by a hierarchy of maximum density guidelines to be found in the relevant Secondary Plans. Specific refinement of permissible office and mixed use densities within these ranges may be specified where appropriate in the relevant Secondary Plans.*

The City of Brampton Flowertown Secondary Plan Area (SPA6) outlines in Section 1.4 policies related to high density residential uses. The site specific prescriptions (which are proposed via an Official Plan Amendment), which are proposed in order to accommodate the unique characteristics of this development will maintain the intention of the policies related to both Sections 2.4 Service Commercial and 1.4 High Density Residential. The site specific amendment is required as there are no mixed use permissions in SPA6 and will be discussed in this report.

*4.2.1.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in commercial development.*

The City of Brampton Accessibility Technical Standards have been considered and will be detailed further at a site plan stage to the City of Brampton standards. These standards are developed in conjunction with various Provincial design standards related to accessibility and other public agencies at a Federal and Municipal level.

The subject site is designated Convenience Retail under *Schedule A2 – Retail Structure* of the City of Brampton Official Plan. Section 4.2.11 *Local Retail* discusses the several commercial designations which are outlined in the Secondary Plan Areas. The relevant policies are as follows:

*Local Retail centers consists of Neighbourhood Retail and Convenience Retail sites as designated on Schedule “A2”. These sites are usually located in residential areas in order to serve the shopping needs of the community. Designations and related policies are specified in this Plan act as a guide to detailed policies and locations in the applicable Secondary Plan.*

The Service Commercial designation as it is defined in the relevant Secondary Plan area is discussed in the following section of this report. Policies in section 4.2.11 *Local Retail* read:

*4.2.11.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.4 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes.*

*4.2.11.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.*

*4.2.11.3 Local Retail sites shall be well served by public transit.*

*4.2.11.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.*

*4.2.11.5 The Local Retail uses are defined as follows:*

*b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).*

*4.2.11.6 Complementary uses such as those permitted in the Institutional and Open Space designations may also be permitted within areas designated for Local Retail purposes in Secondary Plans.*

*4.2.11.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.*

*4.2.11.8 The City shall designate Local Retail use areas in appropriate locations within Secondary Plans subject to the general intent and policies of this Plan. An Official Plan Amendment will be required to permit the development of a new Local Retail centre in a location not designated for such a use in the relevant Secondary Plan or to permit an extension to an existing Local Retail centre.*

***Bus Rapid Transit (BRT) Corridors:*** *high-frequency services on key north-south and east-west spines designed initially as BRT corridors with flexibility to be operated as LRT corridors, linking major destinations both within and beyond the City. Peak headways are targeted at being 5 minutes or less, and transit priority is ensured via design and signal systems;*

***Primary Transit Corridors:*** *high frequency service with peak headways targeted at 5 to 7.5 minutes. These are major grid services linking destinations within the City, as well as to external destinations;*

Further, relevant policies in Section 4.5.4 of the City of Brampton Official Plan read:

*4.5.4.5 The City will monitor and manage urban form standards and site plans in a way that will support transit use and facilitate pedestrian movements including that of persons with disabilities in accordance with Section 4.11 Urban Design policies of this Plan, and the City of Brampton Accessibility Technical Standards.*

*4.5.4.6 The City shall use transit infrastructure to help shape growth in a way that will support transit use and reduce traffic congestions.*

*4.5.4.7 The City shall, in conjunction with other local and regional governments as required, play a leadership role in the planning and development of a higher order transit system in the Bus Rapid Transit Corridors in accordance with Schedule "C". These Bus Rapid Transit Corridors would enable rapid connections between Brampton and major destinations in the Cities of Mississauga Vaughan and Toronto.*

Neighbourhood level policies are implemented throughout the City of Brampton and delegated through the City of Brampton Official Plan. These neighbourhood level policies are governed through Secondary Plan Area policies. As discussed, the subject site falls within SPA6 of the City of Brampton Official Plan.

Relevant policies from Section 5.4 Secondary Plans of the Brampton Official Plan read:

*5.4.1 Secondary Plans and amendments to Secondary Plans form part of the Official Plan and will be subject to the same administrative and public involvement procedures as an Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions. Secondary Plans shall take the form of an amendment to the Official Plan and may be produced and consolidated as documentation separate from this Plan.*

*5.4.2 Secondary Plans shall conform to and be designed to implement the objectives, policies and land use designations of the Official Plan.*

The subject property is situated within the Brampton Flowertown Secondary Plan Area (SPA 6). In light of the existing Service Commercial (SC) designation in SPA6, an Amendment to the Official Plan will be required. The development proposal was subject to a high standard of urban design and has undergone significant urban design considerations in order to support and achieve a physical environment that is attractive, safe, functionally efficient and sensitive to the City's evolving character.

Therefore, Planning Staff recommends acceptance of the proposed development application. The proposed 45-degree angular design will also mitigate shadow and wind concerns for the adjacent properties. The building and site design treatments are well proposed to ensure the built form will integrate harmoniously into the existing neighbourhood context and pattern. The subject proposal adds to the range of housing that is required within the City. The type of development is compact and transit-supportive. Staff is satisfied that the proposed development conforms to the Official Plan.

### **The Brampton Flowertown Secondary Plan Area 6 (SPA6)**

The purpose of the Brampton Flowertown Secondary Plan Area (SPA6) was to establish specific land use and policy guidelines for the area generally located east of Main Street South, west of Kennedy Road South, north of Steeles Avenue East, and south of Queen Street East. The policies contained in the Secondary Plan were intended to develop a land use pattern that would contribute to desirable and efficient urban development.

As per Brampton Flowertown Secondary Plan Area (SPA6), the subject lands are designated Service Commercial (SC). The permitted uses within the Service Commercial designation include service establishments that primarily serve the surrounding residential area.

The proposed Official Plan Amendment proposes to maintain the existing Service Commercial (SC) designation and further provide land use permissions to permit for high density residential. Section 1.4 of the Brampton Flowertown Secondary Plan area requires that:

*1.4.1 Uses permitted on lands designated High Density on Schedule 6 shall be developed in accordance with the New Housing Mix and Density Category of Section 4.2.1.2 of the Official Plan.*

*2.4.1 Uses permitted on lands designated Service Commercial on Schedule 6 shall be used predominantly for service commercial purposes comprising of small-scale retail and convenience stores, service uses, restaurants, recreation facilities, and small offices.*

Although the proposed Official Plan Amendment requests additional land use permissions related to the provision of high-density residential units, the original intent of the service commercial designation is maintained.

Further, the amendment is to support the redevelopment of the subject properties into a more vibrant, mixed-use, transit-oriented community. The subject proposal adds to the range of housing that is required within the City. The application proposes development that is compact, transit-supportive and within the Downtown Core, with access to multiple transit opportunities. It makes efficient use of the existing and planned infrastructure.

The proposed OPA is specifically related to the relevant Secondary Plan Area, being the Brampton Flowertown Secondary Plan Area (SPA6). The amendment is required to create a new Special Site Area within SPA 6.

Section 8 of the Brampton Flowertown Secondary Plan Area outlines the Special Site Areas. The Official Plan Amendment relevant to the subject site includes the creation of a new Special Site Area. Proposed policies and schedules related to the new Secondary Plan Area are provided in support of this application for Official Plan Amendment.

#### **City Of Brampton Zoning By-Law 270-2004**

The City of Brampton's Zoning By-law zones the subject property Service Commercial (SC), which permits a bank, office, and retail establishment having no outside storage, among other uses. A Zoning By-law Amendment is required to permit the residential component of the proposed development, as well as relief from the Service Commercial zone.

#### **Proposed Zoning By-Law Amendment**

An amendment to the City of Brampton Official Plan's Secondary Plan policies, as well as an amendment to the City of Brampton Zoning By-law will be required to permit for the proposed development.

The applicant has applied for a Zoning By-law Amendment to permit the proposed residential development. The property is currently zoned 'Service Commercial', which permits retail establishments, service shop and other permitted uses under the by-law. The Brampton Flowertown Secondary Plan permits a range of Commercial, Employment, Institutional, Residential and Mixed-Use Development.

The property is proposed to be rezoned to Residential Apartment A – Special Exception

(R4A – 3765). The proposed zoning designation permits a range of Residential and Non-residential development. The recommended By-law permits the proposed housing types (apartments), and some retail / commercial uses on the ground floor. The proposed By-law includes development standards such as building setbacks from the street, open space, angular planes, and parking requirements, etc. to ensure the appropriate built form for the area and compatibility with adjacent land uses. It should be noted that if the proposal is approved, the applicant will be required to go through the Site Plan Approval process for a review of the detailed design of the building.

Given the above staff is recommending approval of the Zoning By-law Amendment, generally in accordance with the Appendix.

**Planning Justification Report:**

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

**Traffic Impact Statement:**

A Traffic Impact Study (TIS) was prepared by CF Crozier and Associates (Crozier) to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

**Land Use:**

The proposed amendment to the Official Plan and Zoning By-law allows for a range of housing that is compatible and provides a density that encourages public transit usage. Furthermore, contemplation has been given to mitigating impacts on the adjacent properties, including through changes recommended by Staff on the building height and tower form.

**Urban Design:**

The Urban Design policies within the Official Plan require that development adhere to appropriate urban design principles in order to successfully integrate into the City's various nodes, corridors, neighbourhoods and districts. As well as part of these applications an Urban Design Brief was submitted. The detailed design of the development will be further addressed through the Site Plan Approval application.

**Functional Servicing And Stormwater Management Report**

C.F. Crozier & Associates Inc. was retained by Soneil Clarence Inc. to prepare a Functional Servicing and Stormwater Management Report in support of the proposed development. The Functional Servicing Report provides background information regarding the subject property, provides information regarding the proposed development conditions, outlines the

existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing.

The Functional Servicing Report concludes that the proposed development can be serviced utilizing the existing infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage and stormwater management.

### **Phase 1 & 2 Environmental Site Assessment**

Envirovision Inc. was retained to complete a Phase One and Two Environmental Site Assessment (ESA) of the subject property. The Phase One Environmental Site Assessment had identified potential environmental concerns based on the historical uses located on the subject property. As such, Envirovision indicates in the Phase One ESA that a Phase Two Environmental Site Assessment is required.

The Phase Two ESA was undertaken as per the findings of the Phase One ESA. In order to formally file for a Record of Site Condition, a Phase Two ESA was undertaken for the subject property. The Phase Two ESA report indicated the subject property meets the applicable standards for the proposed use, therefore no further investigation activities are warranted.

### **Geotechnical Report**

Haddad Getechnical Inc. to conduct a subsurface investigation and to provide geotechnical engineering design advice for the proposed development. The anticipated construction conditions pertaining to foundation design, seismic site classification, slab on grade design, earth pressure design, excavation, and other constructability recommendations are discussed in the Geotechnical Design Report for technical review.

### **Urban Design Brief**

The Urban Design policies within the Official Plan require that development adhere to appropriate urban design principles in order to successfully integrate into the City's various nodes, corridors, neighbourhoods and districts. As well as part of these applications an Urban Design Brief was submitted. The detailed design of the development will be further addressed through the Site Plan Approval application.