

Detailed Planning Analysis
City File Number: OZS-2024-0046

Overview

The Planning Act, Provincial Planning Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, Brampton Plan and the Fletcher's Meadow Secondary Plan (Area 44) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. 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 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:

- a) *the protection of ecological systems, including natural areas, features and functions;*

The subject lands back onto a Natural Heritage System (NHS) feature. As such, through conversations Staff and the Conservation Authority are agreeable to have a 5 m NHS buffer block, which will be gratuitously conveyed to the City in the future.

Furthermore, the applicant must address and consider the following Environmental Planning requirements during the Site Plan stage:

- No encroachment, temporary or permanent, is permitted within the 5-meter buffer area.
- The Environmental Impact Study (EIS) shall demonstrate an overall net ecological benefit, including valley restoration planting and invasive species management.
- Buffer blocks will be gratuitously conveyed to the City of Brampton, and plantings and enhancements for all natural heritage features and buffer areas will be completed, all to the satisfaction of the City.

- f) *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.*

The proposal makes efficient use of existing transportation and sewage systems. In addition, the proposed residential development is within 400 m walking distance of transit stops on McLaughlin Road and Bovaird Road.

h) The orderly development of safe and healthy communities.

The proposal facilitates the orderly development of safe and healthy communities by making efficient use of the land. The proposed 10-storey development provides pedestrian and bicycle access to McLaughlin Road. At McLaughlin Road, future residents will have access to existing transit connections within walking distance.

A Traffic Impact Study (January 2024) submitted in support of this application was reviewed by Traffic Planning Staff. Prior to site plan approval, Staff require the applicant to provide a dedicated McLaughlin Road left-turn lane into the site. A revised Traffic Impact Study with a queuing analysis and a functional McLaughlin Road design drawings are required in this regard. This will allow for development that is safe for pedestrians, bicyclists and car.

j) The adequate provision of a full range of housing, including affordable housing.

The proposed development comprises of 105 residential apartment units. This will add to the variety of housing types in the area and the demand for housing in Brampton. A variety of unit sizes are also offered: 25 are 1-bedroom units, 43 are 2-bedroom units and 37 are 3-bedroom units.

p) The appropriate location of growth and development.

The proposed development is an appropriate location of growth and development as the proposed built form makes efficient use of the land, as well as existing infrastructure.

A Functional Servicing Report has been prepared for the site and water, storm water and sanitary sewer connections are available. Any outstanding FSR requirements will be addressed through a subsequent site plan application.

q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and

The proposal is oriented to pedestrians and cycling connections through the provision of walkways internally within the site that will connect residents to McLaughlin Road.

The subject property fronts on McLaughlin Road, which is minor arterial road designated a “support corridor”. (Schedule 3B: Transit Network) in the Brampton Plan. McLaughlin Road has existing sidewalks on both sides of the road. There are multiple bus stops on McLaughlin Road and are located within 400 metres of the subject property. The subject lands are within 400 metres of commercial, retail, employment, and institutional uses on Bovaird Road and McLaughlin Road.

- r) *The promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development will utilize existing municipal services and will contribute to the achievement of a complete community through intensification of a vacant parcel of land.

The proposed design of the building addresses elements of the Sustainability Community Development Guidelines which encourages the design of the site and the structure to be more sustainable. The proposed development uses high quality architectural elements. Hence, the promotion of a positive built form has been achieved.

The recommendations are consistent with the above-noted matters by adding to Brampton's housing stock through direct intensification and redevelopment of the subject lands in a compact form. These sections of the Planning Act are guiding principles included in the Provincial Planning Statement and the Growth Plan for the Greater Golden Horseshoe. These are described in the relevant sections below.

Provincial Planning Statement (PPS), 2024:

The *Provincial Planning Statement* sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The current Provincial Planning Statement (PPS) came into effect as of October 20, 2024. 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. The policies in 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.

2.1 Planning for People and Homes

4. To provide for an appropriate range and mix of housing options 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 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

The proposed development represents an efficient use of the site which will sustain the financial well-being of the Province and municipalities over the long term. The proposed development adds to the existing mix of housing options by introducing apartment units in the neighborhood to accommodate the changing needs of the demographics.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development includes 105 residential apartment units of one, two and three bedrooms that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community.

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The subject lands are located within a Settlement Area and further will contribute to the existing housing stock. The proposed residential component will contribute to an appropriate mix of housing types in an area which is largely dominated by single-detached housing. The location of the proposed development promotes Brampton's vision of a 15-minute neighborhood due to its close proximity to commercial/institutional uses and connectivity to transit which supports community health, well-being and quality of life.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

2. *To support the achievement of complete communities, a range of mix of housing options, intensification and more mixed-used development, strategic growth areas should be planned:*

- a) *to accommodate significant population and employment growth;*
- b) *as focal for education, commercial, recreational, and commercial uses;*
- c) *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit;*
- d) *to support affordable, accessible and equitable housing.*

3. *Planning authorities should:*

- a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*

- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

The proposed infill development for a mid-rise residential development 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 subject lands are within a built-up area. 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. This will attribute to Brampton's vision of encouraging infill growth to create a complete community. The proposed development is in close proximity to existing retail, commercial, industrial and institutional uses.

3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

2. Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized; and*
- b) opportunities for adaptive re-use should be considered, wherever feasible.*

The proposed development is consistent with the goals and intent of Brampton's Housing Strategy and proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

3.2 Transportation Systems

2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

McLaughlin Road is designated as a 'Support Corridor' in Schedule 1A – City Structure of Brampton Plan. Support Corridors provide connectivity throughout the Brampton Strategic growth areas.

The proposal is consistent with these requirements by proposing an appropriate residential density that makes efficient use of the location where sufficient transit is available to support the proposal. Bicycle amenities (parking and storage) are proposed with the development, and it is anticipated that this will encourage the use of bicycles in the commute of future residents of the proposed development.

An appropriate range and mix of housing options and densities is achieved by the proposal through the provision of apartment and townhouse units within the proposed development. There is also a range of bedroom sizes available. The proposed housing options contribute to the mix of housing options which is subject to detached dwelling types.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement.

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.

The subject lands are designated as *Communities* and *Support Corridor* in *Schedule 1 – City Concept* and *Residential* within *Schedule A – General Land Use Designation* of the Official Plan.

The *Communities* designations are the basic living units of the City that the residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability.

The Official Plan sections 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.*

3.2.2.1 - By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

The proposed development proposes an additional 105 units contributing to the built-up area requirement of 26,500 units. The proposed density for this development is approximately 410 units per net residential hectare (165 units/ acre), which contributes towards the required density target for this area. This satisfies 3.2.2.1 of the Official Plan.

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

The proposed development is an appropriate infill development that optimizes the use of existing municipal services along a Primary Intensification Corridor. This site is subject to section 3.2.8.3, which discusses a density and height limit for areas outside of the Central Area including outside of intensification corridors only. The proposed density for this development is approximately 410 units per net residential hectare (165 units/ acre), which contributes towards the required density target for this area. An amendment to the Official Plan is required. However, an official plan does not need to be amended at this time as the increased density will be requested through an amendment to the secondary plan, (as discussed below).

3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.

3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- (ii) The development contributes to the City's desired housing mix;
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- (v) There is sufficient existing or planned infrastructure to accommodate the development;
- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency 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;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

The proposed development is consistent with the general vision of the Secondary Plan. The subject lands are designated 'Medium/Cluster/ High Density Residential'. The development contributes to a new housing type in the neighborhood. The subject lands are in close proximity to single detached dwellings. The apartment dwellings will introduce a housing type that will cater to the changing demographics and the rising need for housing in the neighborhood. The proposed location is near commercial, institutional and employment uses that will form part of Brampton's vision for a complete community.

The subject lands have sufficient access to existing infrastructure and transit uses. As McLaughlin Road is designated a support corridor and is in close proximity to higher order transit, it will allow residents access to multi-travel paths.

Through site plan application, Staff will work with the applicant to ensure that the proposed architectural design is compatible with the adjacent residential subdivision to the south by using landscape setbacks and stepping of the building to screen the privacy of the residential homes to the south. In addition, the 5m setback buffer from the Natural Heritage System block is appropriate and through the Zoning By-law, the subject property will not encroach into the buffer zone.

3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0, and that residential and non-residential development outside of these areas shall generally be limited to 4 storeys in height. The development is proposing a density of approximately 410 units per net hectare (165 units per acre) and a proposed Floor Space Index of 4.94. Although the proposal seeks to permit a higher FSI than what is currently permitted by Policy 3.2.8.6 this is due to the site constraints and Natural Heritage System buffer. The proposal also seeks to permit a height of 10 storeys which is generally not permitted through Policy 3.2.8.6. Policy 3.2.8.5 speaks to permitting an increased density and height as per the requirements of Policy 3.2.8.6 and that the proposal will be required to demonstrate certain characteristics such as contribution to the City's desired housing mix, sufficient existing or planned infrastructure, access to an arterial road, meets the requirements of the City and Conservation Authority with regards to appropriate buffers and sustainable management measures, opportunities for enjoyment of natural open space, appropriate transition in built form through design aspects, and incorporating sustainable technologies such as Low Impact Development. Upon review, staff is satisfied that the proposal meets the requirements of Policy 3.2.8.5 and the proposed increase in density and height is justified.

An amendment to the Official Plan is required to facilitate the proposed development. However, this will be reviewed through the secondary plan. An amendment to the Secondary Plan is required to facilitate the proposed development, (Please refer to Appendix 12).

Section 4.1.1 General Residential Policies:

4.2.1.1 - 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, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.2 – 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.

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> • Low Density 	<ul style="list-style-type: none"> • 30 units/ net hectare • 12 Units / net acre 	<ul style="list-style-type: none"> • Single detached homes
<ul style="list-style-type: none"> • Medium Density 	<ul style="list-style-type: none"> • 50 units/ net hectare • 20 units/ net acre 	<ul style="list-style-type: none"> • Single detached homes • Semi-detached homes • Townhouses
<ul style="list-style-type: none"> • High Density 	<ul style="list-style-type: none"> • 200 units / net hectare • 80 units / net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes • Maisonettes • Apartments

4.2.1.3 – 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.

4.2.1.4 – The City shall, for new secondary plan areas or portions therefor as identified on “Schedule ‘G’”, specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre).

4.2.1.3 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.

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 permissions, the scale and mass of the building will respect and enhance the existing area and not adversely affect the immediate neighborhood.

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:

4.2.1.16 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 Fletchers Meadow 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 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 Arup Datta Architects Ltd. 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 south of the subject site will provide for an appropriate transition in built form that is sensitive to the area.

The subject property is situated within the Fletchers Meadow Secondary Plan Area (SPA 44). In light of the existing Medium/Cluster/ High Density Residential designation in SPA44, 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. The outstanding staff concerns are technical in nature and will be vetted through a subsequent site plan application submission.

Therefore, Planning Staff recommends acceptance of the proposed development application. The proposed development will need to adhere to a 45-degree angular design to 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.

Based on the above, an amendment to the Official Plan is not required as the proposed development conforms with the general intent and vision of the City of Brampton Official Plan.

Brampton Plan, (2023):

On June 6th, 2024, Brampton Plan came into effect except for those policies and sections under appeal. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051.

The subject property is designated 'Community Area' and 'Support Corridor' within Schedule 1A – City Structure of the Brampton Plan. Furthermore, the subject property is designate 'Neighborhoods' within Schedule 2 – Designations of the Brampton Plan.

'Community Areas' reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.

McLaughlin Road is designated as a 'Support Corridor'. Local Bus Service refers to Brampton Transit corridors, which operates routes that serve generally short to medium distance trips, including along Support Corridors. As per Building Typology, Support Corridors allows for up to low-rise plus.

In addition, the lands are designated 'Neighborhoods' within Schedule 2 – Designations of the Brampton Plan. The 'Neighborhood' allows for a low-rise building typology. However, if the subject lands are within a Support Corridor, the low-rise plus typology is allowed within 400-800 metres of the Support Corridor. The low-rise plus typology allows for a height range of up to and including 4 stories in height.

Please note that Schedule 2 of the recently approved Brampton Plan is under appeal, an amendment to the Official Plan is not required at this time as the proposed development will need to meet the requirements of the secondary plan to allow for the increased density through a mid-rise development on subject lands.

Fletcher's Meadow Secondary Plan

The subject lands are designated as 'Medium/Cluster/High Density Residential' in the Fletcher's Meadow Secondary Plan (SPA 44). The proposal has been evaluated against the Secondary Plan policies to ensure that it conforms to the Plan. The Secondary Plan policies that are applicable to the application include but are not limited to:

3.1.5 - In areas designated Medium/Cluster/High Density Residential on Schedule 'SP44(a)', residential uses within the High Density Residential category defined in Part I, Section 5.2 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.6.

3.1.6 The net density for Medium/Cluster/High Density Residential designations shall not exceed 124 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density to a maximum of 150 units per hectare (60 units per acres), may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to

density yields, will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

3.1.7 Any proposals for Medium/Cluster/High Density development shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

3.1.2 Notwithstanding the housing policies for the various residential designations on Schedule 'SP44(a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

The subject lands are designated 'Medium/Cluster/High-Density Residential' in the Fletchers Meadow Secondary Plan (SP44). The purpose of the amendment to the secondary plan is to amend Schedule SPA 44 to increase the density from 124 units per hectare (50 units per acre) to 410 units per net hectare (165 units per acre). The increase in density will contribute to Brampton's housing supply and create a complete community by increasing the variety of housing types in the area.

A subsequent site plan application will be required in support of the proposed development. Through the site plan application, Staff will work with the applicant to ensure that the proposed architectural design provides an acceptable transition and physical integration with low density development to the south. The proposed development is required to meet the 45 degree angular plane, minimize shadowing and overlook of lower density residential forms.

The amendment will support the redevelopment of the subject properties into a more vibrant, community. As mentioned, Staff is recommending an increase in density to support the need for housing in Brampton. The subject proposal adds to the range of housing that is available within the area. The application proposes the design and treatment to the proposed development that will complement the existing neighborhood. The development makes efficient use of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 12.

City of Brampton Zoning By-law:

The City of Brampton's Zoning By-law zones the subject property Commercial One–Special Section 1045 which permits, the following uses (but not limited to): Office, excluding a medical or dental office or the office of a drugless practitioner; Day Nursery; Dry Cleaning and Laundry Distribution Station; Personal Service Shop; Library; and/or purpose accessory to other permitted purposes.

A Zoning By-law Amendment is required to permit the residential component of the proposed development.

Proposed Zoning By-law Amendment

The applicant has applied for a Zoning By-law Amendment to permit the proposed residential development. The property is currently zoned 'Commercial One – Special Section 1045 (C1-1045)', which permits a variety of Commercial uses mentioned above.

The property is proposed to be rezoned to 'Residential Apartment A – Special Exception 3081 (R4A – 3081)' and 'Floodplain (F)'. The proposed zoning designation permits a range of residential uses permitted within the R4A zone. 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.

The Floodplain (F) zone is for the 5m setback buffer from the existing NHS zone that has been agreed by City Staff and the Conservation Authority through a site visit staking.

Given the above staff is recommending approval of the Zoning By-law Amendment, generally in accordance with the Appendix 13.

Technical Requirements

The following technical requirements have been satisfied.

Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan dated November 30, 2022, is prepared by Kuntz Forestry Consulting Inc. which identifies an inventory of 28 trees on and within six metres of the subject property. Of the 28 trees documented, the removal of 11 trees will be required to accommodate the proposed development.

Staff is working with the consultant to determine which trees are to be preserved. Subsequently, pursuant to the City of Brampton's Tree Preservation Bylaw (317-2012), the client will submit a permit application to remove trees on site. All tree protection measures will follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail. The report provided recommendations and tree protection measures for all other trees to be preserved prior to construction. Prior to site plan approval, Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Tree Inventory and Preservation Plan and have found it satisfactory.

Archaeological Assessment (Stage 1 & 2)

Staff have reviewed the Stage 1 and 2 Archaeological Assessment prepared by This Land Archaeology Inc. dated November 19, 2020, submitted to support the application. The report identifies that a Stage 1 background study of the subject property was conducted and was indicated that there was an elevated potential for the recovery of archeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment (dated November 14th, 2021), consisted of a standard test pit survey at five-metre intervals and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Functional Servicing Report and Preliminary Storm Water Management Report

A Functional Servicing Report and Preliminary Stormwater Management Report, dated January 2024 was prepared by Crozier Consulting Engineers in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the subject lands and to ensure compatibility with existing services.

Based on the assessment provided above, the existing adjacent infrastructure and proposed servicing scheme can support the proposed development and meet the engineering requirements of the City of Brampton. The applicant is currently working with Staff at the City of Brampton, Conservation Authority and the Region of Peel to ensure that the site can achieve the grading, site servicing, and storm servicing and storm water management requirements for the site based on the finding of this report.

Through on-going discussions with staff, Staff will continue to review the details of the proposed development through a future detailed design submission (e.g., site plan application). Following the detailed design process, a CVC permit will be required prior to any development proposed in the Regulated Area.

Phase I and Phase II Environmental Site Assessment

The Phase I Environmental Site Assessment (Phase I ESA) dated November 2020 was prepared by Landtek Limited in support of the proposed Planning Act applications. The purpose of the Phase I ESA is to determine the likelihood of contamination affecting the Subject Lands. The assessment was prepared in accordance with the requirements of Ontario Regulation No. 153/04, as amended to support the filing of the Record of Site Conditions for Subject lands.

In order to formally file for a Record of Site Condition and as per the findings of the Phase I ESA, a Phase II ESA was undertaken for the subject property. The Phase II ESA report

indicated the subject property meets the applicable standards for the proposed use, therefore no further investigation activities are warranted.

However, since the time had lapsed between the submissions, an updated Phase I ESA was prepared on February 16, 2024. Staff have reviewed the report and have no further concerns. A Record of Site Condition is required prior to the City accepting any land conveyances in conjunction with Site Plan Approval (if applicable).

Meander Belt Width Assessment and Redside Dace Habitat Delineation

A Meander Belt Width Assessment and Redside Dace Habitat Delineation Report (dated June 17, 2024) was prepared by Geo Morphix Ltd. in support of the proposed Planning Act applications. A tributary of Fletcher's Creek, which generally flows in a southerly direction, locally travels along the west side of the property, and this presents a potential limit to development. Field observations verified a channel that is currently stable, with low sinuosity. The watercourse is situated within a wide valley, which means the channel can naturally migrate within its valley setting. As such, TRCA's (2004) meander belt width protocol was employed. The assessment was based on a measurement of the largest meander amplitude noted immediately upstream of the study site. This resulted in a meander belt width of 25.2 m. This approach provides adequate protection from future changes. An additional 30 m buffer was applied to the meander belt width, which represents the regulated limit of development associated with the Recovery Strategy for Redside Dace (2010).

Geotechnical Report

Geotechnical Report (dated April 30, 2021) was prepared by Landtek Limited in support of the proposed Planning Act applications. The purpose of the Geotechnical Report is to determine the subsurface soil and ground water conditions for foundation design and construction and provide design recommendations. The anticipated construction conditions pertaining to building foundation, floor slabs, lateral reach pressures, pavement structures, and subsurface drainage and utilities. The report also assesses the characteristics of the soils to be excavated and their suitability for reuse on site. Staff have reviewed the report and found it satisfactory.

Scoped Environmental Impact Study

A Scoped Environmental Impact Study (EIS), dated June 2024 was prepared by GEI Consultants. The report was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The Scoped EIS was prepared in accordance of the Terms of Reference approved by the City and CVC.

The purpose of this report is to review existing natural heritage background information, policies, and legislation applicable to the Subject Lands in its regional context; provide a

field review of the natural heritage features on and immediately adjacent to the Subject Lands through the completion of various ecological surveys and inventories; an evaluation of the sensitivity of the natural heritage features and their functions on the Subject Lands; a description of the proposed undertaking and development proposal; identification and discussion of the potential impacts that could occur to the natural heritage features as a result of the proposed development; and provide recommendations for mitigation to avoid or minimize impacts.

Overall, no habitat for the species were identified and no individuals of those species were observed during site investigations. Little habitat opportunity exists for Species at Risk due to the disturbed and developed nature of the areas surrounding the Subject Lands.

Environmental Planning staff found the study satisfactory and will work on implementation through the site plan approval process.

Planning Justification Report

The Planning Justification Report prepared by Glen Schnarr & Associates Inc. (July 2021) 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, the Fletcher's Meadow Secondary Plan (Area 44) are satisfied, and that the development represents good planning.

Transportation Impact Study

A Transportation Impact Study (TIS) was submitted by Paradigm Transportation Solutions Limited (dated January 2024) to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study examines the trip generation, access requirements, and Study Area Road network impact of the proposed development at 0 McLaughlin Road.

The proposed development will include 105 residential units. The site's proposed parking supply consists of 117 spaces. Occupant parking is proposed at a rate of 0.91 spaces per unit (96 spaces), and visitor parking at a rate of 0.20 spaces per unit (21 spaces). The subject lands are not within a Major Transit Station Area; thus, a parking relief is not appropriate at this time. As part of Draft Zoning By-Law, the site is required to provide a minimum 1.0 residential parking stalls per residential unit and the site is required to provide a minimum 0.2 visitor parking stalls per residential unit.

Prior to site plan approval, Traffic Staff will work with the applicant to review the proposed access to ensure that there is a safe transition within the site to McLaughlin Road that will not have a major impact on the surrounding community.

A revised Traffic Impact Study with a queuing analysis and a functional McLaughlin Road design drawings will be required to ensure that there is a safe transition within the site to McLaughlin Road that will not negatively impact the surrounding community.

The applicant is currently preparing a submission to address Staff comments. The remaining work to finalize the report will be completed prior to the adoption of the zoning by-law and site plan stage.

Urban Design Brief

An Urban Design Brief prepared by Arup Datta Architect Ltd. (dated January 2024) has been submitted in support of the proposed development.

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.

The Urban Design Brief also includes a Sun Shadow Study which was performed on 2-hour intervals between 9:30am to 5:30pm on the dates of March 21, June 21, September 21 and December 21. The sun shadow study shows no negative impact to the overall neighborhood. There are no shadow casts on the residential neighborhood to the southeast and southwest of the subject site.

Through Site Plan approval, the application will adhere to meet the 45-degree angular plane as per the Transit Supportive Mid-Rise Design Guidelines. In addition, Staff will work with the applicant to ensure that the proposed building does not negatively impact the low-density residential subdivision; and has appropriate addresses privacy screening and safety concerns.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. In support of the development application, the applicant has submitted the mandatory Sustainability Score and Summary Report. The development application received a sustainability score of 38 points, which achieves the City's Bronze threshold, (please refer to Appendix 8 for a snapshot of the Sustainability Score).

A letter of commitment will need to be provided in support of aspirational credits that will be achieved at the site plan stage.

Waste Management Design Report.

A Waste Management Design Report prepared by R. J. Burnside & Associates Limited, dated June 2024, has been submitted for staff review. The proposed residential building is to be located at 0 McLaughlin Road in the Region of Peel and is compliant to the Peel Region Waste Collection Design Manual. The collection area has met all the requirements of the region regarding approach and overhead clearance. Staff have reviewed the report and find the proposed management design acceptable.