

## **Information Summary**

Notwithstanding the information summary provided below, staff advises that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2014), conformity with the Growth Plan for the Greater Golden Horseshoe (2017), the Region of Peel Official Plan and the City of Brampton Official Plan.

### **Planning Act:**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the Planning Act R.S.O 1990. A preliminary assessment identified that the sections applicable to this application included, but are not limited to:

- Section 2(h) – the orderly development of safe and healthy communities;
- Section 2(j) – the adequate provision of a full range of housing;
- Section 2(p) – the appropriate location of growth and development;
- Section 2(q) – the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- Section 2(r) – 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.

### **Provincial Policy Statement, 2020**

The proposal will be reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

- Policy 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;

- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
  - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - f) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- Policy 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 25 years, informed by provincial guidelines. 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.

- Policy 1.1.3.2 Settlement areas shall be the focus of growth and development.
- Policy 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) 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;
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) prepare for the impacts of a changing climate;
  - e) support active transportation;
  - f) are transit-supportive, where transit is planned, exists or may be developed; and
  - g) are freight-supportive.

Land use patterns within settlement areas shall also be based on 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.

- Policy 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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

- Policy 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- Policy 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

### **Growth Plan for the Greater Golden Horseshoe (2019)**

The subject lands are located within the “Designated Greenfield Area’ as defined by the 2019 Growth Plan for the Greater Golden Horseshoe. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification.

The Growth Plan sections applicable to this application include, but are not limited to:

- Policy 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;
  - b) growth will be limited in settlement area that;
    - I. are rural settlements;
    - II. are not serviced by existing or planned municipal water and wastewater systems; or
    - III. are in the Greenbelt Area;
  - 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; and
    - IV. areas with existing or planned public service facilities;
  - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;

- Policy 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;
    - II. public service facilities, co-located and integrated in community hubs;
    - III. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
    - IV. healthy, local, and affordable food options, including through urban agriculture;
  - e) provide for a more compact built form and a vibrant public realm, including public open spaces;
  - f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
  - g) integrate green infrastructure and appropriate low impact development.
  
- Policy 2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
  
- Policy 2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.
  
- Policy 2.2.5.15 The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.
  
- Policy 2.2.7.2 – The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and

### **Region of Peel Official Plan**

The subject application is within the “Urban System” area as established in the Regional Official Plan. It is not located with the Region’s Greenlands System, as designated in Schedule A, but a watercourse is identified at the west of the subject properties. As per Schedule G – Rapid Transit Corridors, Queen Street West is identified as an “Other Potential Rapid Transit Corridor”.

The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include, but are not limited to:

- Policy 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- Policy 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.
- Policy 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.
- Policy 5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.
- Policy 5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, node and major transit station areas and any other appropriate areas within the built-up area.
- Policy 5.9.4.2.11 Control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws.
- Policy 5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.
- Policy 5.9.4.2.13 Protect residential development adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design,

and by ensuring the provision of noise attenuation measures at the time of development.

- Policy 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.

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

The properties are designated “Residential” in the Official Plan. The “Residential” designation permits predominantly residential land uses, including a full range of dwelling types ranging from single detached houses to high-rise apartments, and some complimentary uses. As per Schedule 1 – City Concept it is located outside of the Built Boundary and within a Designated Greenfield Area. The properties are subject to the housing mix policies in the Official Plan, which permits a density of 30 units/net hectare.

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

- Policy 3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:
  - I. Accommodate a significant portion of population and employment growth;
  - II. Provide a diverse and compatible mix of land uses, including residential and employment uses;
  - III. Provide high quality public open spaces;
  - IV. Support transit, walking and cycling for everyday activities;
  - V. Develop in a compact form that will efficiently use land and resources,
  - VI. Optimize the use of existing and new infrastructure and services;
  - VII. Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
  - VIII. Achieve an appropriate transition of built form to adjacent areas.
- Policy 3.2.2.2 Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.
- Policy 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.

- Policy 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.
- Policy 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.
- Policy 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 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 and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.
    - I. SPA 45 Credit Valley is a new secondary plan area subject to the new housing and density categories of the official plan
    - II. Low Density Category, maximum density is 30 units/net hectare or 12 units/net acre
      - Permitted housing types are single detached homes
  - Policy 4.2.1.6 Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.
  - Policy 4.2.7.1 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.

### **Credit Valley Secondary Plan (Secondary Plan Area 45)**

The Credit Valley Secondary Plan (Area 45) was adopted by Council on September 30, 2002, and approved with modifications by the Ontario Municipal Board on January 14, 2004. The subject properties are designated “Low Density 2 Residential” in this Secondary Plan. This designated permits single-detached, semi-detached and



townhouse dwellings, with a maximum combined density of 28 units per net residential hectare. At least 60% of the overall development within the Low Density 2 Residential designation shall be in the form of single-detached structural units.

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

- Policy 4.2.4 Develop excellence in community living based on the application of the following principles:
  - I. a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;
  - II. the promotion of excellence in civic design in both the public and private realm;
  - III. an interconnected system of open space and recreational areas;
  - IV. a range of recreational and community facilities that facilitate shared use where practical;
  - V. integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;
  - VI. preservation of the area's built and cultural heritage resources, particularly the existing heritage buildings and the bow-string bridge across the Credit River;
  - VII. an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
  - VIII. efficient transportation links.
- Policy 5.2.1.3 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial uses.

An amendment to the Secondary Plan is required to permit the proposed high density, mixed-use development.

### **Block Plan**

The subject properties are a part of Block Plan 45-5 (Creditview Crossing). The subject properties are designated "Low Density 2 Residential". The Block Plan Development Policies that are applicable to this application include, but are not limited to:

- Policy 5.8 The design of the Block 5 Plan shall provide appropriate development opportunities and options for the existing residences fronting Queen Street West and Chinguacousy Road that can appropriately be integrated with the planned community character of the block plan area to the satisfaction of the City of Brampton.

- Policy 5.11 All development applications submitted within the boundaries of Sub-area 5 shall conform to the approved recommendations of the Sub-area 5 Environmental Implementation Report.

An amendment to the Secondary Plan is required to permit the proposed high density, mixed-use development.

### **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. The application has a Sustainability Score of 38 points, which achieves the City's Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

### **Documents Submitted in Support of this Application:**

The applicant has submitted the following documents in support of the application:

- Official Plan Amendment/Zoning By-law Amendment application forms
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Planning Justification Report
- Sustainability Summary
- Sustainability Assessment Context Map
- Public Consultation Strategy prepared by Evans Planning Inc.
- Urban Design Brief
- Site Plan and Architectural Drawings
- Tree Inventory and Preservation Plan
- Landscape Plan
- Traffic Impact Study, Parking Study, Site Circulation Review and Construction Traffic Management Plan
- Tertiary Plan
- Functional Servicing & Stormwater Management Report
- Noise Feasibility Study
- Hydrogeological Assessment
- Geotechnical Investigation
- Shadow Impact Study
- Traffic Control Plan
- Stage 1 and 2 Archaeological Assessment and Stage 3 Archaeological Assessment

- Phase One Environmental Site Assessment and Phase Two Environmental Site Assessment
- Property survey plan

The City may request further technical information necessary for its review, based on agency circulation or public input.

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.