

DETAILED PLANNING ANALYSIS

City File Number: C08E08.008

Matters of Provincial Interest

This application is consistent with matters of provincial interest as identified in the *Planning Act* in terms of:

- Section 2(j): the adequate provision of a full range of housing, including affordable housing;
- Section (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- Section 2 (r): the promotion of built form that:
 - (i) Is well-designed;
 - (ii) Encourages a sense of place.

Section 2(j): the adequate provision of a full range of housing, including affordable housing

The stacked townhouse and apartment housing types proposed within this application help to fill the “missing middle” of housing in Brampton. In 2019 the Housing Measuring and Monitoring Report prepared by the Region of Peel determined that, out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments. The proposed units within this development range from one, up to three bedroom units which will positively support the provision of a full range of housing within the City.

Section (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians

The proposed development is located immediately adjacent to a commercial plaza containing a variety of services, including restaurants and a bank. The design of the site will allow the residents of the residential development to efficiently access these commercial services. Additionally, the subject property is located within a 10-15 minute walking distance (between 800m and 1000m) from three (3) elementary schools and one (1) middle school, which contributes positively to pedestrian travel between the property and nearby schools. It is also noted that the subject property is directly serviced by two bus routes.

Section 2(r): the promotion of a built form that (i) is well-designed and (ii) encourages a sense of place

The proposed development is designed in conformity with the City’s Development Design Guidelines document which encourages high quality design and materials to be

incorporated into the development. The stepped shape of the proposed apartment building will contribute to creating a sense of place adjacent to two major roadways (McVean Drive and Cottrelle Boulevard). Through the Site Plan process, the design of the building will be further refined in accordance with the City's design standards.

Provincial Policy Statement

Part IV of the Provincial Policy Statement (PPS) presents the Vision for Ontario's Land Use Planning System. This vision statement outlines that the long term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. In order to achieve this vision, the document sets out a range of policies related to different aspects of land use planning. Through a detailed review, it has been determined that, overall, the proposal is consistent with the Provincial Policy Statement.

The PPS outlines policies related to Housing; specifically, Section 1.4; policies within this section encourage the provision of 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 in a variety of ways.

Section 1.4.3(b) provides that planning authorities shall accomplish this by permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment. It advises that this shall be achieved in accordance with Policy 1.1.3.3, which directs that municipalities shall promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. The subject proposal represents the development of a more intense form of development that provides a housing type that is lacking within the City's overall home ownership.

Section 1.4.3(d) advises that municipalities should promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. The subject property is directly serviced by at least two municipal bus routes, and the location of the development adjacent to a commercial plaza encourages pedestrian and other modes of active transportation.

Section 1.4.3(f) provides that municipalities should establish 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. This proposal involves an intensification of residential uses within a neighbourhood that contains a relatively homogenous range of housing types. The development will offer an opportunity for residents to obtain a more affordable housing type while remaining within an established, well serviced area of the City.

Based on the above analysis, the subject proposal is considered to be in compliance with the objectives of the Provincial Policy Statement.

2020 Growth Plan for the Greater Golden Horseshoe

The subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe (GGH). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal is consistent with the policies and objectives of the Growth Plan.

Policy 1.2.1 identifies the “*Guiding Principles*” of the GGH, including how land is developed and how resources are managed and protected. These include, but are not limited to:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

The Guiding Principles of the GGH provide support for the achievement of complete communities that aim to meet people’s needs for daily living and support a range and mix of housing options to serve all household sizes, incomes and ages.

The subject proposal includes 72 apartment units (including 1, 2, and 3 bedroom units) and 24 stacked townhouse units. Both of these housing types are severely underrepresented within the City of Brampton. The 2019 Housing Measuring and Monitoring Report prepared by the Region of Peel determined that, out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments. This type of infill development will contribute positively to providing a mix of housing that serves a variety of household sizes, incomes and ages.

Policy 2.2.7.1 states that “*new development in designated greenfield areas will be planned, designated, zoned and designed in a manner that support the achievement of complete communities*”. The subject application contributes positively to the goal of creating complete communities by adding to the supply of housing of a neighbourhood that provides a generally limited range of housing options.

The proposed development of 72 apartment units and 24 stacked townhouse units will create additional housing opportunities for households of different sizes, ages and income. In addition, the subject lands are located within close proximity to various amenities and services which meet people’s needs for daily living throughout a lifetime, including but not limited to schools, transit, parks, and commercial retail establishments.

Based on the above analysis, the subject proposal is considered to be in compliance with the policies of the Growth Plan for the Greater Golden Horseshoe.

Regional Official Plan

The subject application is within the “Urban System” area as established in the Regional Official Plan. The proposal has been 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:

- 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 (Section 5.3.1.4);
- Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary (Section 5.3.2.2);
- To promote crime prevention and improvement in the quality of life (Section 5.3.1.6);
- Support the design of communities to minimize crime by the use of such approaches as Crime Prevention through Environmental Design (CPTED) Policies (Section 5.3.2.6 d));

The subject application is within the “Urban System” area as established in the Regional Official Plan (ROP). The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities.

Section 5.3.1.4 directs municipalities to achieve an 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. The subject proposal represents an intensified form of development for this neighbourhood, while providing an appropriate transition and scale as it relates to the surrounding single detached dwellings. Through the use of building design and shadow studies, and the feedback received from the City’s Urban Design Review Panel the applicant has presented a concept that transitions effectively into the surrounding neighbourhood while utilizing existing vacant lands that are serviced by both community services and transit.

Section 5.3.1.6 encourages municipalities to minimize crime and improvement of quality of life, while Section 5.3.2.6 d) directs that municipalities should support the design of communities to minimize crime by the use of such approaches as Crime Prevention through Environmental Design (CPTED) Policies. As part of the review of this application, the applicant was required to submit an analysis of the project through the lens of CPTED and provide specific information regarding how the project will be designed to minimize crime. Through design features of the site which encourage natural security by directing views from a majority of the residential units within the

development itself, and some planned functional features such as cameras and signage, contribute overall to minimizing crime and specifically utilizes the CPTED polices of design.

Section 5.3.2.2 policies direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary. Given that the property is located within the Urban System, this location is considered to be appropriate for growth within this context.

The proposal is considered to maintain the objectives of and conform to the Policies of the Region of Peel Official Plan.

Through the review of the application, the Region of Peel has worked with the applicant to establish satisfactory arrangements related to both servicing and waste collection for the proposed development. The Region of Peel has provided their clearance for this application to proceed, indicating that all of their comments and concerns have been addressed as it relates to the Official Plan and Zoning By-law Amendment applications. An opportunity to further refine these details will be available during the forthcoming Site Plan Application.

Official Plan

The property is designated “Residential” in the Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. No amendment is required to this designation for the proposed development.

The property is also designated “Neighbourhood Retail” on Schedule A2, Retail Structure, which is defined as a group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet. Through this amendment, the lands will be removed from this designation.

The existing commercial development on the Phase I lands, with an existing 2,222.02 square metres (23917.62 square feet) of commercial floor area including a grocery store, financial institution, medical and dental offices, and other retail uses, will not be changed by these amendments.

Section 4.2 of the Official Plan outline objectives of residential policies to this plan. The proposal has been evaluated against the Residential policies of the Official Plan to ensure that it conforms to and maintains the objectives of the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- (Section 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; and

- (Section 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.
- (Section 4.2.1.14) In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:
 - (i) Variety of housing types and architectural styles;
 - (ii) Siting and building setbacks;
 - (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
 - (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;
 - (vi) Incorporation of multiple unit dwellings and apartments; and,
 - (vii) Landscaping and fencing on private property

Section 4.2.1.2 & Section 4.2.1.3 – Range of Housing

This section encourages the City to provide a range and mixture of types and densities of housing in order to accommodate a wide range of households and income levels.

2019 the Housing Measuring and Monitoring Report prepared by the Region of Peel determined that, within the City of Brampton, townhouse and apartment style dwelling units represent less than 19% of total homeownership. This development proposal will add a total of 24 stacked townhouse units and 72 apartment units to the housing stock within the City. Of the apartment units, there will be a distribution of one, two, and three bedroom units which will accommodate a range of households. Within the existing neighbourhood, the housing stock is almost completely comprised of single detached dwellings which accommodate a more narrow range of households and income levels. The addition of these townhouse and apartment units within this development will provide opportunities to accommodate a new range of household types within the neighbourhood.

Section 4.2.1.14 – Key Design Elements for Residential Development

This section provides key design elements that should be included within residential developments in the City, in addition to conforming to the Development Design Guidelines relevant to the project.

The subject proposal accomplishes a number of these key guidelines through its location, built form, and high quality architectural design. The project provides two distinct housing styles that incorporate multiple dwelling units, and it is located within a neighbourhood of a relatively homogenous housing stock. The property's corner location at the south-west of McVean Drive and Cottrelle Boulevard allows it to create an upgraded focal location using the unique elevation of the stepped apartment building. The overall material choice and design details for the subject proposal will be consistent with and complimentary to the existing commercial development.

The proposed Official Plan and Zoning By-law amendments are considered to maintain the objectives of and conform to the Residential policies of the Official Plan.

Secondary Plan

The property is designated "Neighbourhood Retail" and "Low Medium Density" in the Bram East Secondary Plan (Area 41a).

The application proposes to amend Schedule 41(a), of Chapter 41(a) of Part II by deleting the subject 'Neighbourhood Retail' designation over Phase II of the subject property and removing said lands from the "Special Policy Area 4" designation and replacing it with a "Cluster and High Density Residential" designation.

The "Neighbourhood Retail" designation is intended to facilitate a larger group of retail establishments that are typically anchored by a supermarket, pharmacy, or smaller scale home improvement outlet. The Phase I lands of the project are developed with a convenience style retail plaza that provides commercial services including, but not limited to, takeout restaurants, a financial institution and a pharmacy. These lands are proposed to remain within the "Neighbourhood Retail" designation.

The re-designation of the Phase II lands to "Cluster and High Density Residential" will facilitate the development of the residential product at a higher density than previously contemplated for the single detached dwellings that were proposed within the area at that time. This designation permits a density up to 200 units per net acre (80 units per net hectare), which will facilitate the development of the residential units that are proposed.

The proposed re-designation of the Phase II lands for "Cluster and High Density Residential" to facilitate the proposed development of an apartment building and stacked townhouses is considered to maintain the objectives of the Official Plan and its policies, specifically around housing provision.

Zoning

The subject lands are zoned "Commercial Two – Special Section 1851 (C2-1851)" by Zoning By-law 270-2004, as amended. A Zoning By-law Amendment is required to permit the proposed residential land use. The Zoning By-law Amendment proposes to

rezone the Phase II lands within the site to a site specific “Residential Apartment 4(A) (R4A(3))” zone to permit the proposed apartment and stacked townhouse uses.

The proposed site specific zone will set a maximum number of apartment units and stacked townhouse units to be permitted, as well as establishing performance standards such as setbacks and required landscaping for the proposed development.

The Zoning By-law Amendment will also regulate the required parking standards for the site. The subject proposal includes parking standards that exceed the rate of requirement within the parent R3A zone.

Within the R3A provisions, there is a minimum parking requirement of 1.0 parking space for residents and 0.20 parking spaces for visitors. The proposed Zoning By-law Amendment has a requirement of a minimum of 1.25 parking spaces for residents and 0.25 parking spaces for visitors.

Urban Design

A revised Urban Design Brief completed by John G. Williams Limited, Architect and Strybos Barron King Ltd., Landscape Architecture, dated October 10, 2019 was submitted in support of the subject application. The Brief was revised based not only on the new concept for the property, but also feedback received from the surrounding neighbourhood at the public meeting, the City’s Urban Design Review Panel, and comments received from Urban Design Staff.

The objectives and principles described within the Brief are based upon realizing key objectives of a number of City of Brampton policies including:

- Bram East Secondary Plan (Area 41);
- The City of Brampton’s Development Design Guidelines;
- The Flower City Strategy;
- The Gateway Beautification Program;
- The Pathways Master Plan; and
- The Street Corridor Master Plan.

No further revisions to the Urban Design Brief are required. The final design of the apartment building and the stacked townhouses, along with the parkette area, will be further refined and then finalized through a Site Plan Application.

Sustainability Score and Summary

A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The evaluation concluded that the proposal achieves a score of 69 points which meets the silver threshold of sustainability defined by the City.

Housing Type

The housing types proposed within this application help to fill the “missing middle” of housing in Brampton. In 2019, out of the total ownership housing stock in the City, 63% were single detached, 19% semis, 13% towns, and just 5% apartments.

Resident Concerns

At both public meetings and throughout the process, feedback was received from area residents in regard to their concerns about the proposal. Below is a summary of the main issues that were raised and how the applicant revised the proposal or provided additional information to respond to the issue.

Crime

The applicant has submitted a Crime Prevention Through Environmental Design Report which includes an analysis of the project through the lens of creating safety through the overall design of the site. The Report notes that through careful design of the residential units, which will be further refined through a Site Plan Application, a number of measures relating to encouraging multiple forms of natural surveillance in addition to implementing physical barriers and signage related to safety on site.

Traffic

The applicant has submitting a Traffic Impact Study and Functional Design which have been approved by the City’s Transportation Planning Division. This study demonstrated that there will be a need for the applicant to provide an additional turning lane on Cottrelle Boulevard to accommodate safe traffic flow in and out of the site. The construction of this turning lane will be at the expense of the owner. Further, it is noted that the property is directly serviced by two bus transit routes, which provide a convenient, alternative mode of transportation that single vehicles.

Privacy

In regard to the apartment building, the applicant has taken design steps to accommodate and transition to the low density residential surrounding the site. There is currently 1.8m masonry acoustic fencing surrounding both Phase I and Phase II of the site, which assists in providing some privacy. In addition, the stepped nature of the building is respectful of sightlines from all sides of the property. Following the feedback from the second public meeting, the applicant to further scaled back the 4th and 5th floors to create even more distance between the apartment building and the single detached residential.

With regard to the stacked townhouses, the applicant has relocated any upper floor balconies to the interior of the site so that they are overlooking the parking lot rather than the adjacent residential, which assists with maintaining privacy for the adjacent dwellings and creating natural security for the subject site.

Adequacy of Parks and Schools

The capacity of the school is pre-determined by the Province and School Board, and if there is no capacity at an existing school, the students generated from the new development are bussed to a further school where there is capacity. The Peel District School Board and Dufferin Peel Catholic District School Board has confirmed at this time that the anticipated student yield from this development would be able to be accommodated in the existing area schools. These school boards have also have provided a requirement for the applicant to advise future residents of this development that students who cannot be accommodated at the area schools may be bussed to further schools.

In regard to parks, this proposal includes its own private park to satisfy the amenity needs of the residents in the development. This is intended to alleviate any additional crowding the local parks may experience.