

Detailed Planning Analysis OZS-2020-0025

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Downtown Brampton Secondary Plan (Area 7) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical, well designed manner that supports sustainable long term economic viability.

The Planning Act:

As set out in Section 2 of the Planning Act, this proposal has regard for the following matters of Provincial interest:

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

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant Sections below.

Provincial Policy Statement (2020)

The Provincial Policy statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement as outlined below.

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;*
- 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;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

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. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.*

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

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;*

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.

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.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 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.*
- 1.4.1 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 residential intensification and redevelopment and, if necessary, 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
 - 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 special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.*

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

1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

1.7.1 *Long-term economic prosperity should be supported by:*

- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*

1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*

2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

This property is located within a settlement area that is defined in provincial and municipal planning documents. The Official Plan also identifies the property as being in an *Anchor Mobility Hub Area*, where intensification is encouraged. The proposal for a 9-storey, high density development is intended to utilize lands that are within the urban context and makes efficient use of existing services by redeveloping and intensifying a site ensuring there is no unnecessary land consumption and servicing costs by utilizing existing infrastructure capacity that will service the proposed development.

It is expected that due to the close proximity of downtown Brampton, public service facilities, and existing transportation networks and transit, future residents will take advantage of active transportation modes, minimizing motor vehicle usage, which facilitates a reduction in greenhouse gas emissions. Also note that the Sustainable Development Summary completed for this project indicates a score of 88, which is a 'Gold' standard. The intensification of the property and the use of existing services satisfy Sections 1.1.1a, 1.1.1e, 1.1.2, 1.1.3.1, 1.1.3.2a, 1.1.3.2b, 1.1.3.3, 1.1.3.6, 1.4.1, 1.4.3e, 1.6.7.2, 1.6.7.4, 1.8.1 of the Provincial Policy Statement.

There are no expected environmental or public health concerns associated with this proposal. Through the pre-consultation process for this file, the Toronto and Region Conservation Authority (TRCA) have noted that the property is outside a TRCA regulated area. TRCA has deferred the review of the Functional Servicing Report to City staff. In addition, the increased density on this site will provide improved natural surveillance that is expected to enhance public safety. The proposed development has been designed so that it has a compact built form while also considering risks to public health and safety through the architectural and landscape design. Through the detailed design stage, the design of the site will be further refined, and staff will ensure that Crime Prevention through Environmental Design (C.P.T.E.D) principles are incorporated into site design. This satisfies 1.1.1c, and 1.1.3.4 of the Provincial Policy statement.

The proposed Zoning By-law amendment will increase the stock of mid-rise residential units, offering a range of one to three bedroom market-based range and mix of residential units. The proposed unit mix contributes to the provision of a range of housing types that will meet the needs of current and future residents. The proposed development accommodates additional housing in a location that is in close proximity to available infrastructure and public services facilities, including transit and the Peel Memorial Centre for Integrated Health and Wellness. The range of units that is being proposed on the site satisfy conditions 1.1.1b, 1.1.1g, 1.4.3b.1, 1.4.3b.2, 1.4.3c, 1.4.3d and 1.4.3e of the Provincial Policy Statement.

The proposed development will generate opportunities for recreation and interaction in the community by generating opportunities for residents to conveniently access existing nearby recreational services (e.g. nearby walking paths, the Rose Theatre, Rosalea Park, walking paths along Etobicoke Creek). Accessibility to recreational facilities satisfies Section 1.5.1(a and b) of the Provincial Policy Statement.

The proposed density will provide additional population to support nearby commercial establishments located within walking distance. This is expected to enhance the vitality and viability of nearby commercial establishments found on Queen Street and the downtown. This will help support long-term economic prosperity and satisfies Section 1.7.1d of the Provincial Policy Statement.

A scoped Heritage Impact Assessment (HIA) was submitted in support of this application to evaluate impacts on nearby heritage resources located 80 and 84 Wilson Avenue, on the north side of Wilson Avenue, directly across from the site. The HIA concludes that the impact on the heritage resources would not be significant. This conclusion was accepted by heritage planning staff. The HIA conclusions satisfy Section 2.6.3 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Zoning By-law is consistent with the policies of the Provincial Policy Statement.

Growth Plan for the Greater Golden Horseshoe (2020)

The application has been evaluated against the Growth Plan for the Greater Golden Horseshoe. The Growth Plan is designed to support economic prosperity and help communities achieve a high quality of life by planning for complete communities that prioritize intensification, support a range of housing options, and use land efficiently. This application conforms to the Growth Plan as outlined below.

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 waste water systems; and*
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; 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;*

2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- a) *establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

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 additional residential 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;*

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

- 2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) *encourage intensification generally throughout the delineated built-up area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

- 2.2.3.1 *Urban growth centres will be planned:*
- a) *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
 - b) *to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
 - c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
 - d) *to accommodate significant population and employment growth.*

- 2.2.3.2 *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
- b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

- 2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

- 2.2.4.2 *For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
- 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.*
- 2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*
- 2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

This property is located within a settlement area and an urban growth centre that is defined in provincial and municipal planning documents. The development is taking place within a delineated built boundary that has access to existing municipal water and wastewater systems. The applicants are proposing to develop the site with apartments that incorporate one to three bedroom units, adding to the overall housing stock in Brampton. This will provide additional choices for people and provides additional opportunities for housing for people at different stages of life, household sizes and incomes. In addition, intensifying the site will place residents within walking distance of public services, commercial establishments, transit as well as open spaces and parks facilitating the achievement of complete and healthy communities. This is expected to reduce the number of automobile trips that is generated by the development.

The intensification of the site will contribute to the Growth Plan target of achieving 50 percent of all development within the built-up area. Further, the proposed density of 512

units/hectare will help the City meet its goals for intensification within an *Urban Growth Centre*.

The proposed increased density on the property in close proximity to nearby amenities, the proposed compact form, and the provision of a range of housing choices satisfy Sections 2.2.1.2 (a, c and d), 2.2.1.3 (a and c), 2.2.1.4 (a to e), 2.2.2.1(a), 2.2.2.3, 2.2.3.1, 2.2.3.2, 2.2.4.1, 2.2.4.2, 2.2.4.10, 2.2.6.2, 2.2.6.4 of the Growth Plan.

Based on the above, staff is satisfied that the proposed Official Plan amendment and Zoning By-law conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth. The site is located within the *Urban Boundary* and is designated *Urban System* in the Region of Peel Official Plan. The proposed Zoning by-law Amendment to implement this proposal conforms to the Regional Official Plan as outlined below.

The Urban System Objectives:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 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.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) *support the Urban System objectives and policies in this Plan;*
 - b) *support pedestrian-friendly and transit-supportive urban development;*

- c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Urban Growth Centres and Regional Intensification Corridor Objectives

- 5.3.3.1.1 *To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services*
- 5.3.3.1.2 *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling*
- 5.3.3.1.3 *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- 5.3.3.1.4 *To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier*

Urban Growth Centres and Regional Intensification Corridor Policies

- 5.3.3.2.1 *Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional – as designated and/or defined in are municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).*
- 5.3.3.2.3 *Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*
 - b) *the provision of opportunities for residents to live and work within the urban growth centre;*
 - c) *the establishment of a higher intensity compact form, with a wide range and mix of land uses;*
 - d) *the provision of a transit-supportive and pedestrian-oriented urban form;*

Growth Management Objectives

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*

- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

Growth Management Policies

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

Intensification Objectives:

- 5.5.3.1.1 *To achieve compact and efficient urban forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

Intensification Policies

- 5.5.3.2.2 *Facilitate and promote intensification.*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the built up area.*
- 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually will be within the built-up area.*

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;

- 5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

Housing Objectives:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

Housing Policies:

- 5.8.2.1 *Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment and residential intensification in Peel Region in accordance with projected requirements and available land resources.*
- a) *maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and 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 to facilitate residential intensification and redevelopment and land in draft approved and registered plans.*

Inter and Intra-Regional Transit Network Objectives:

- 5.9.5.1.1 *To support and encourage a higher use of public transit and an increase in transit modal share within the region.*
- 5.9.5.1.4 *To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

Inter and Intra-Regional Transit Network Policies:

- 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.*

The objectives of the Regional Official Plan is to achieve sustainable development by establishing healthy, complete, compact communities that offer a wide range and mix of housing, employment, recreational and cultural activities as well as supporting multi-modal transportation. In addition, policies direct new growth to the built-up areas and the urban growth centres which are expected to absorb a significant amount of new residential growth. This is intended to be accomplished through intensification that is

able to support transit and multi-mode transportation. As a multi-story residential building, within the *Urban Growth Centre*, and the *Urban System*, the proposal represents a dense, compact urban form that supports these objectives and that efficiently utilizes existing land and servicing infrastructure and provides a range of residential units. The increase in density, combined with its close proximity to municipal and health services, parks, open space, major bus routes and the Brampton GO Transit station, means that residents will be able to take advantage of the range of services and opportunities that are available in the vicinity of the site.

The proposed development and associated Zoning By-law Amendment helps promote the Urban System Objectives 5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5, Urban Growth and Regional Intensification Corridor Objectives 5.3.3.1.1, 5.3.3.1.2, 5.3.3.1.3, 5.3.3.1.4, Growth Management Objectives 5.5.1.1, 5.5.1.5, 5.5.1.6, Intensification Objectives 5.5.3.1.1, 5.5.3.1.2, 5.5.3.1.3, 5.5.3.1.4, 5.5.3.1.5, 5.5.3.1.6, 5.5.3.1.8, Housing Objectives 5.8.1.1 and Inter and Intra Regional Transit Network Objectives 5.9.5.1.1, 5.9.5.1.4.

The development also conforms to Urban System Policies 5.3.2.2, 5.3.2.3, 5.3.2.6, Urban Growth and Regional Intensification Corridor Policies 5.3.3.2.1, 5.3.3.2.3, Growth Management Policies 5.5.2.1, 5.5.2.2, Intensification Policies 5.5.3.2.2, 5.5.3.2.3, 5.5.3.2.4, 5.5.3.2.5, 5.5.3.2.7, Housing Policies 5.8.2.1, and Inter and Intra Regional Transit Network Policies 5.9.5.2.10.

Based on the above, staff is satisfied that the proposed Official Plan amendment and Zoning By-law conforms to the Region of Peel Official Plan.

Official Plan:

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Plan.

The site is designated *Central Area* in *Schedule A – General Land Use Designations* and is located within the *Urban Growth Centre* in *Schedule 1A – Urban Growth Centre*. The lands designated *Central Area* are a major preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses. The vision for lands within this designation and within the *Urban Growth Centre* is to continue reinforcing the role as a focal area for investment, institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses.

The City's Sustainable Planning Framework directs a significant amount of new growth to the City's existing built up area, with a focus on higher intensity in the Central area. The intent of this intensification is to provide complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

The following Official Plan policies are applicable to the application:

3.1 *Residential*

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.*
- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Conserve land resources by optimizing opportunities for infill, intensification.*
- *Develop, healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.*
- *Respect and enhance the existing built, social, and environmental context to instill a sense of pride and identity and contribute to the stability and vitality of the community.*

3.2. *Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.*

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.*

- 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.*
- 3.2.3.2 *The Urban Growth Centre shall be planned to achieve a minimum density of 200 person and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.*
- 3.2.3.3 *Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.*
- 3.2.5.2.2 *Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height.*
- 4.1.2 *The Central Area, including the Urban Growth Centre, as designated on Schedules “1” and “A”, serves as the major location for free-standing or mixed-use development including:*
- i. A full range of office, retail and service activities;*
 - ii. A variety of residential uses;*
 - iii. Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
 - iv. Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
 - v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
 - vi. Major transit infrastructure.*
- 4.2 *Brampton’s residential policy will focus on the following:*
- i. Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
 - iii. Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*

- v. *Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*

4.2.1.8 *Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*

4.11.2.1.2 *Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practises. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:*

- *Communicate the image and character of the community;*
- *Reinforce the street network and enhance special community roads (primary streets);*
- *Promote an urban relationship between built form and public spaces;*
- *Enhance the daily experience of the residents and visitors;*
- *Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;*
- *De-emphasize the importance of the car/garage on the streetscapes;*
- *Promote Sustainable Management Practices to address water quality, including minimizing impervious cover; using “at source controls” and infrastructure that is environmentally friendly; and,*
- *Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” (CPTED) principles to reduce the incidence and fear of crime.*

4.11.3.1.1 *Mid-rise buildings shall address the following design issues:*

- *Building articulation and efficiencies;*
- *Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- *Servicing (i.e. loading, garbage, parking);*
- *Separation between commercial and residential;*
- *Access to transit;*
- *The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- *Build along the streetline and maintain common setback; and,*
- *Ground floor uses.*

- 4.11.3.2.1 *Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule "A", and subject to the policies of this Plan.*
- 4.11.3.2.3 *Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*
- 4.11.3.2.5 *There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*
- 4.11.3.2.7 *The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*
- 4.11.3.3.1 *Transit-oriented development must be sustainable and affordable.*
- 4.11.3.3.3 *A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*
- 4.11.3.3.4 *Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.8.1 *Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

Land-use and Intensification

Similar to the Provincial and Regional planning documents discussed so far in this report, a major theme in the Official Plan is intensification. Intensification as part of a growth strategy enables more efficient use of existing infrastructure including transit, parks, municipal and health services and water and waste water infrastructure. The Official Plan encourages compact, transit supportive growth by including policies that direct high-density development within the *Central Area*, the *Urban Growth Centre* and the *Anchor Mobility Hub*. The proposed Zoning By-law amendment conforms to Official Plan policies by:

- Introducing new residential growth in the *Central Area* and in the *Urban Growth Centre*;

- Providing transit supportive development within an *Anchor Mobility Hub*
- Designing the development so that it is compact;
- Utilizing existing infrastructure;
- Encourage the use of transit which will facilitate the reduction of greenhouse gas emissions, promotes energy efficiency through the use of existing services; and,
- Uses urban design principles and guidelines to provide appropriate transition to adjacent residential areas.

The proposal on the subject site supports the policies of the Official Plan. The *Central Area, Urban Growth Centre, and Anchor Mobility Hub* have or are planned to have an intensive concentration of residential development, in conjunction with employment, shopping, and recreational facilities. These are areas that are intended to develop with the highest density in the City of Brampton, and are areas that are planned to accommodate a large proportion of the City's population growth in order to support transit and other nearby amenities and services. As a compact 9-storey high-density residential development, the proposal supports the City's compact form, transit-supportive densities, and housing mix envisioned by the Official Plan. This development also supports the City's sustainable planning framework and will facilitate the achievement of an additional 26,500 residential units within the built-up area and a minimum density of 200 units/hectare within the Urban Growth Centre by 2031.

Intensification is expected to continue in the vicinity of the property. The benefits of the intensification of the site with additional residential units that are to be provided as part of the proposed development satisfy sections 3.1, 3.2, 3.2.1.1(i to vii), 3.2.2.1, 3.2.3.2, 3.2.3.3, 3.2.5.2.2, 4.1.2(i to vi), 4.2, and 4.2.1.8 of the Official Plan.

Urban Design:

The proposed redevelopment of the property aligns directly with several of the City's policies concerning areas of intensification and the development of mid-rise buildings. These policies are intended to ensure areas of intensification are developed while ensuring interesting and superior urban design. The proposal provides a unique architectural style that will create a landmark building enhancing the surrounding existing residential area and the existing and intended land-uses in the Central Area.

Compatibility is a key consideration for new development projects and all revitalization projects, but should not be confused with uniformity. In this regard, the Official Plan recognizes that in some cases community revitalization, based on the intended use of the property, may have a different form and design than the surrounding neighbourhood. The architectural design of the building includes a distinctive articulation and a mix of materials that add visual interest to the building. This building will act as a transitional building form between the existing low-rise residential homes and the envisioned high-rise buildings along the Queen Street East corridor. The conceptual plans submitted by the applicant shows an enhanced street to building relationship. The proposed development integrates appropriate landscape screening, buffering and appropriate streetscape components that will facilitate the integration of the proposal into the neighbourhood. Inclusion of street trees, and landscaping will

create attractive, pedestrian-oriented streetscapes along the adjacent street frontages and reinforce and animate the corner treatment of Centre Street North and Wilson Avenue at the main entrance to the building. This will create amenity space opportunities that will provide for an animated streetscape which will be complimented by modern building facades and landscape elements.

Additionally, the site and building design screens the operational aspects of the proposal. The minimal surface parking spaces, loading spaces and proposed underground garage entrance are de-emphasized through screening, design and setting these elements back from the street. These design strategies will be further reviewed and refined through a future site plan application.

Provisions in the proposed Zoning By-law amendment will rely on accepted urban design principles that will create the ability for the site to be developed in a manner that is consistent with this development proposal.

This proposed development satisfies section 4.11.1.2, 4.11.3.1.1, 4.11.3.2.1, 4.11.3.2.3, 4.11.3.2.5, 4.11.3.2.7, 4.11.3.3.1, 4.11.3.3.3, 4.11.3.3.4, and 4.11.3.8.1 of the Official Plan. Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the City of Brampton Official Plan.

Secondary Plan:

Queen Street Corridor Secondary Plan (Area 36)

The Secondary Plan sets out the policy framework for lands generally located along Queen Street East, east of the downtown, and west the Bramalea City Centre. This property is designated *Central Area Mixed-Use* in the Queen Street Corridor Secondary Plan (Area 36). Lands within this designation are intended to accommodate a mix of residential, retail and office uses.

An amendment to the Secondary Plan is not required to facilitate the proposed residential uses on the property.

The application has been evaluated against the policies of the Queen Street Corridor Secondary Plan and found to conform as outlined below.

- 5.1.1.4 *An increase beyond the maximum density specified by policy 5.1.2.2, policy 5.1.2.7 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.*
- 5.1.2.2 *The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An*

increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4.

Table 1 (Excerpt)
Central Area Mixed-Use Designations Density Structure
Queen Street Corridor Secondary Plan

Area	Overall Maximum FSI	Maximum Residential FSI
Queen Street East, west of Beech Street and Trueman Street	2.0	1.0

- 5.1.2.5 *Lot consolidation, particularly for smaller lots, shall be encouraged while ensuring that long-term redevelopment is not precluded. The submission of a Tertiary Plan and/or planning justification addressing lot consolidation may be required by the City in association with a development application to ensure that a redevelopment proposal does not negatively affect redevelopment opportunity for nearby and adjacent lots.*
- 6.1.1 *The general intent of this chapter is to ensure the development and maintenance of an efficient transportation network that will:*
 - iv. *promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;*
- 6.3.3 *The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by: encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning bylaw.*
- 6.6.1 *The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development / redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.*
- 6.6.2 *Council may from time-to-time exempt commercial and mixed-use developments within the Queen Street Corridor Secondary Plan from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area.*
- 7.1 *The Queen Street Corridor Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Etobicoke Creek Central Branch. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.*

- 7.2 *New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.*
- 8.2.2 *All physical development and redevelopment activity in the Queen Street Corridor Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.*
- 8.5.4 *When a development proposal may impact a heritage resource, the City may request the preparation of a cultural heritage resource assessment. This assessment should provide information and present recommendations about how to mitigate the development impacts on identified heritage resources, and will be prepared to the satisfaction of the City, the Brampton Heritage Board and other appropriate authorities having jurisdiction.*

Queen Street Corridor Secondary Plan Interim Design Guidelines

- 1.3.1 *The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.*
- 1.3.2 *To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.*
- 1.4.1 *The City shall encourage creative detailing of building facades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.*
- 1.4.5 *All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.*
- 1.5.5 *The City shall encourage the provision of structured parking either below or above grade in the Residential designations which permit densities above*

20 units per acre, and in the Central Area Mixed-Use and Primary Office Node designations.

The goals of the Queen Street East Secondary plan is to:

- promote the intensification and improvement of the Central Area as a major focus of commercial and community activity;
- promote a strong pedestrian and transit environment;
- shift from a predominantly automobile-oriented commercial corridor to a high density, pedestrian and transit friendly, bicycle friendly mixed use corridor;
- identify, preserve and protect heritage resources; and
- promote land assembly and discourage land fragmentation.

This proposal helps foster the goals of the Secondary Plan. The assembly and intensification of the site brings more residents to the area, facilitating a strong pedestrian and transit environment that will support nearby businesses, and increase the use of nearby recreational, public facilities. The development will help rejuvenate the area while minimizing the impact on surrounding the neighbourhood.

The applicant has assembled three properties, and is proposing an overall FSI of 4.7. The assembly of the properties satisfies Section 5.1.2.5 of the Secondary Plan.

Although the proposed FSI is higher than what is permitted in Section 5.1.2.2 of the Secondary Plan, Policy 5.1.1.4 permits an increase subject to a rezoning application. In the Planning Justification Report submitted in support of the rezoning application, the applicant has satisfactorily demonstrated that the proposed FSI will help achieve the goals of the Secondary Plan. The proposed overall site density conforms to these policies of the Secondary Plan.

The Secondary Plan provides objectives to ensure the development and maintenance of an efficient transportation network. The promotion of public transit is strongly encouraged together with a drive to increase ridership to efficiently utilize the existing transit infrastructure and future improvements. The proposed development specifically emphasizes the use of transit by providing convenient, accessible access to transit stations and bus stops. This proposed development satisfies Section 6.1.1 and 6.3.3.

Council has recently adopted a by-law which reduces the number of parking spaces on this site. The principle is to reduce the reliance on the automobile, and make use of the transit system more desirable. The applicant is proposing a total of 58 parking spaces, which when the application was submitted represented a shortfall in the number of parking spaces required by the zoning by-law. With the new parking standards in place (By-law 45-2021) the total number of parking spaces required is 17. This proposal, notwithstanding the number of parking spaces required, satisfies Section 6.6.1 and 6.6.2 of the Secondary Plan.

The approved Functional Servicing Study/Stormwater Management Report that was prepared in support of this application indicates that no external upgrades to the existing infrastructure is required. Section 7.1 and 7.2 of the Official Plan are satisfied.

The Secondary Plan contains a number of urban design policies and interim design guidelines that serve as a guide to development within the Secondary Plan area. These are intended to begin the delivery of built form elements that will create an environment where people want to live, play, shop and work as the Queen Street East Corridor Secondary Plan evolves.

The site, containing a mid-rise building, will be transitional in nature that will bridge the intended high-rise mixed-use buildings along the Queen Street East frontage and the existing low-rise residential neighbourhoods that exist to the north of the site. In addition, the proposed intensification of the site will introduce more residents to the area, which increases natural surveillance as a technique to deter crime. The design of the building features a three storey podium along Centre Street North and Wilson Avenue, supporting a uniquely designed six storeys of articulated floors with varying materials, setbacks and angles. Consideration of the nearby heritage resources have also been given through the design of the site, and it is anticipated that the proposed development will have minimal impact on these resources. In addition, parking spaces will be located predominately below grade, with the minimal amount of parking at grade. These at-grade parking spaces, along with loading spaces and waste collection areas will be screened from public view.

The site and building detail design will be reviewed further once a formal site plan application is submitted. At this stage in the approval process, it is noted that the proposal is conceptual in nature, and the studies submitted to date will provide a basis for the detail design of the proposal. Elements including materials, landscaping, location of amenity areas, pedestrian access, massing and road widening requirements will be reviewed through the detailed design process. In addition, operational requirements such as the appropriateness of turn radii, below grade parking ramp slopes, site lines, waste management requirements and engineering matters may require adjustment to the building and site design. This detailed review ensures the site is developed in a manner that is functional, while also supporting accepted urban design standards that are generally consistent with the intended principles of the interim design guidelines included in the Secondary Plan. Sections 8.2.2 and 8.5.4 of the Secondary Plan and Sections 1.3.1, 1.3.2, 1.4.1, 1.4.5 and 1.5.5 of the interim design guidelines are satisfied.

Zoning By-law:

The property is currently zoned “Residential Single Detached B – R1B” in Zoning By-law 270-2004. This zoning permits single detached dwellings, group homes, places of worship and purposes accessory to the permitted uses.

The proposed development does not conform to the existing Zoning By-law. The amending zoning by-law attached to this report will allow the implementation of the development proposed by the applicant.

Summary of Land Use:

This site is located in the *Central* Area and it is intended that properties within the area are developed in a manner that encourages intensification, transit, and active transportation by providing a compact built form. This application, proposing a new midrise apartment building of 9-storeys containing 82 residential units supports these elements. The surrounding area is currently characterized by a range of land-uses

including low density residential, commercial, institutional uses and is well served by parks and amenities. The property is located within the *Anchor Mobility Hub*, and close to a *Primary Intensification Corridor* making the site easily accessible to current and future transit, trails, parks, transit, commercial establishments, and public services.

Staff are of the opinion that this development application complies with the applicable sections of the *Planning Act*. The proposed land uses are supportable in terms of the technical requirements, and established planning principles. The proposal is supportable from a land use perspective based on the following:

- it is consistent with the Provincial Policy Statement;
- it conforms to the Growth Plan for the Greater Golden Horseshoe, the Peel Region Official Plan, the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan;
- it promotes intensification;
- in conjunction with surrounding land uses, it achieves a complete community;
- it is a compact form of residential development with an appropriate height and density;
- it supports active transportation through pedestrian and cycling connectivity to the surround areas;
- it is transit accessible;
- it is supportable from a technical perspective with respect to the various approved studies submitted by the applicant that will in turn form the basis for future site plan approval.

Technical Requirements:

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report

The Planning Justification Report (PJR) 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, the City of Brampton Official Plan, and the Queen Street Corridor Secondary Plan are satisfied, and the development represents good planning.

Traffic Impact Study

A Traffic Impact Study (TIS) was submitted to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study concludes that the proposed development will contribute a minor amount of traffic to the road network. In addition, it is expected that the intersection of Queen Street East and Center Street North will continue to operate within the existing Level of Service. The study recommends that this intersection be monitored for Road improvements as other proposals are developed.

Urban Design Brief

The Urban Design Brief was prepared in compliance with the City of Brampton's Development Design Guidelines. The Brief develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm. It includes a shadow study which demonstrates the shadows that will be cast by the proposed development.

Functional Servicing Report

The applicant prepared a Functional Servicing Report in support of this application. The Functional Servicing Report provides investigation of existing servicing capacities and an assessment of the proposed servicing and stormwater management plan for the proposed development. The study concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development. No external upgrades to the existing infrastructure will be required.

Geotechnical Report

The Geotechnical Design Report filed with the application analyzed geotechnical matters for the proposed development. The anticipated construction conditions pertaining to foundation design, seismic site classification, slab on grade design, earth pressure design, excavation, and other constructability recommendations are discussed in the Geotechnical Design Report. The outcome of this study will provide information required for a future building permit application.

Heritage Impact Assessment

The applicant was asked to prepare a Heritage Impact Assessment to address any potential impacts on nearby listed heritage resources 80 and 84 Wilson Avenue. The report found that the proposed development will not have a negative impact on the heritage value of these properties. The proposal will be further reviewed as part of a formal site plan application to ensure that the final design, landscaping treatment, materials, setbacks, height and massing remain compatible with the nearby heritage resources.

Phase 1 and Phase II Environmental Site Assessment

A Phase 1 Environmental Site Assessment was completed and identified potential contaminating activities on the site. Specifically, fuel oil that was used for heating previous and existing dwellings located on the site was identified. The Phase 1 Environmental Site Assessment recommended that a Phase 2 Environmental Site Assessment be undertaken to confirm soil and groundwater quality.

The Phase 2 Environmental Site Assessment indicated that the soil and groundwater quality at the site are acceptable for residential property use. Staff have cleared the report for zoning purposes.

Arborist Report

The Arborist Report submitted in support of the application indicates that 14 trees will be removed from the site. As a result, compensation planting of 26 new trees will be required. If these trees cannot be accommodated on site, cash-in-lieu is required.

Parking Study

A parking study was submitted, which concluded that the 53 parking spaces provided for the development is adequate. Since the submission of the application, Council has enacted an amendment to the Zoning By-law (By-law 45-2021) which reduces the number of parking for this site to 0.2 spaces per unit. Based on these changes, the applicant is required to provide a minimum of 17 parking spaces.

Sustainability Score and Summary

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 88 overall, a Gold rating. The extent of some of the criteria included in the Sustainability Metrics, such as the type of lighting used, bird friendly design, and green roof design will be verified and implemented at the detailed design stage. Staff will work closely with the applicant to continue to raise the sustainability score for this development.

Development Charges Incentive Program

This site is within the boundaries of the Central Area Community Improvement Plan (CIP). Recognizing that a strong and continually revitalize Central Area is essential to the health, vitality and identity of Brampton, the purpose of the CIP is to support the revitalization and transformation of the Central Area into a vibrant, people oriented transit-supportive, mixed use centre that acts as the heart of the City of Brampton.

Development in the Central Area has specific challenges to make it competitive with greenfield development as well as other similar locations in the GTA. The purpose of the CIP is to establish programs that link land use planning with financial and other incentives as inducements to achieve the City's land use planning and policy goals. The CIP will enable Council to provide such incentives so as to direct support to those projects that best meet the needs for the revitalization and contribute towards the vision established for the Central Area. One of the tools included in the CIP is the DCIP. This provides a grant for the payment of a portion of the development charges that meet the eligibility criteria within the program. The DCIP is intended to attract private development projects by reducing the City's portion of required development charges. Frequently, developers cite the development charge as being one significant factor contributing to the difficulty of developing in a Central Area location relative to greenfield sites where the costs of development can be less, and returns on investment in the Central Area are lower. This has the effect of discouraging investment in the Central Area, and to assist in attracting new development in the Central Area, the DCIP was established.

The applicant has requested that Council allow the owner to take advantage of the Development Charges Incentive Program (DCIP). A major cost associated with new development is the payment of applicable development charges. City, Regional, Educational and Hydro development charges are normally payable at the time of building permit issuance. As noted, the program is based on eligibility requirements, and is designed to assist proponents who want to complete their projects rather than

those who speculate by acquiring development approvals such as rezoning applications to enhance the land value by obtaining additional land use or density permissions.

Based on an initial review of the project, the following is a preliminary estimate of the incentive that would be awarded to this project.

Use	Units	Current DC Rates	Total
Apartments Smaller than 750 sq. ft.	52	\$13,598.68	\$707,131.36
Apartments Larger than 750 sq. ft.	32	\$23,601.00	\$755,232.00
*Note: This table is based on a preliminary review of the proposal, and is for illustration purposes only. Values may change.	Total City Development Charges Payable		\$1,462,363.36
	Incentive Score		77.5%
	Total DC Incentive (City Component Only)		\$1,133,331.60

The City is required to make an annual contribution to the Development Charge Reserves for the incentive provided, which is funded from the tax base over a 25-year term. The approved annual limit for the contributions is \$1.56 million for the entire DCIP program. The current annual expense pertaining to projects approved in the past amounts is \$1,148,444. Upon approval of this project, the yearly amount will be exceeded by \$45,333 and will be funded from General Government accounts. If a future DCIP application is approved using current budget information, there will be a \$366,223 limit per year available for other future DCIP applications. There is currently sufficient funds in the budget to provide a DCIP incentive to this project.

This site abuts the border of the eligible area for the DCIP, but is within the CIP area. As noted in this report, this development proposal is consistent with the Provincial Policy Statement, and conforms to applicable municipal and provincial plans, and represents good planning. The proposal is expected to be a compact, transit oriented development that will support existing and future nearby commercial establishments located within walking distance. This helps achieve the objectives of the Official Plan as well as the Queen Street Secondary Plan. In light of this, and since the goals of the CIP are consistent with the relevant provincial and municipal policies, it is recommended that notwithstanding the DCIP boundaries, the project be made eligible for the DCIP to provide a greater probability that the project proceeds.

**Results of Public Meeting
OZS-2020-0025**

Monday, November 16, 2020

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present:

D. Barrick, Chief Administrative Officer
R. Forward, Commissioner Planning and Development Services
A. Parsons, Director, Planning, Building and Economic Development
B. Bjerke, Director, Policy Planning, Planning, Building and Economic Development
J. Humble, Manager, Planning, Building and Economic Development
S. Ganesh, Manager, Planning, Building and Economic Development
D. VanderBerg, Manager, Planning, Building and Economic Development
M. Gervais, Policy Planner, Planning, Building and Economic Development
C. Caruso, Central Area Planner, Planning, Building and Economic Development
S. Dykstra, Development Planner, Planning, Building and Economic Development
K. Freeman, Development Planner, Planning, Building and Economic Development
K. Henderson, Development Planner, Planning, Building and Economic Development
H. Katyal, Development Planner, Planning, Building and Economic Development
J. Lee, Development Planner, Planning, Building and Economic Development
M. Michniak, Development Planner, Planning, Building and Economic Development

S. Akhtar, City Solicitor
P. Fay, City Clerk
C. Gravlev, Deputy City Clerk
S. Danton, Legislative Coordinator

A virtual meeting of the Planning and Development Services Committee was held on November 16, 2020 commencing at 7:00 p.m. with respect to this application. The meeting was the statutory public meeting for this application, and accordingly, notice of the meeting was sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures.

Members of the public were in attendance at the meeting, however did not make any representation before the Committee. There were a number of pieces of correspondence received with respect to this application. The issues raised through this correspondence is addressed below.

Parking & Traffic

Issue:

There will be insufficient parking provided for residents

Response:

Zoning By-law 270-2004 was recently amended to reduce the parking requirements in some parts of the City including in the area of the subject property. This amendment came into force on April 22, 2021. The applicant is not proposing that the number of required parking spaces be changed to facilitate this development. The current proposal requires 17 parking spaces. Fifty-eight spaces are intended to be provided.

Issue:

There will be too much on-street parking as a result of this proposal.

Response:

There is generally a 3 hour limit to on-street parking in Brampton, with no parking permitted between the hours of 2 a.m. and 6 a.m. on public streets. Additionally, in the vicinity of the site, parking is not permitted on the south side of Wilson Avenue and the west side of Centre Street North. If vehicles are parked legally during the allowable time and do not exceed the maximum time allotted, vehicles are permitted to be parked on public streets.

Issue:

The proposed development would increase traffic congestion in the area especially during peak hours.

Response:

The Traffic Study submitted with the application indicate that the road network will function at acceptable levels of service with this development in place. It is also expected that due to the close proximity of transit in the area, residents of the building will use other modes of transportation. During most hours of the day, the use of Wilson Avenue and Centre Street North road will be well below capacity. During the peak hours, it is expected that the new building will generate the following two-way traffic volumes:

- 28 vehicles during the morning peak hours;
- 32 vehicles during the afternoon peak hours

The Report analyzed the effect of this increase in traffic on the surrounding road network and intersections and concluded that the area will continue to work at existing levels of service. The study concluded the increased number of residential units can be accommodated on the surrounding road network with no traffic improvements. The study also recommended that road network be monitored as the area is developed.

Issue

Concern that the units will be used as short term rentals (STR) and can be a nuisance.

Response

On September 16, 2020 City Council supported staff’s recommendation to move forward with the implementation of a business licensing by-law to regulate short-term rental accommodations. It is expected that this by-law will be fully implemented prior to the development of this property. Some of the strategies being contemplated are:

- Limiting short-term accommodations to principal residences only;
- Limiting the number of days per year that the property will be permitted to be rented;
- Limiting the number of rooms that will be permitted to be rented; and
- Requiring that the STR operator comply with all other relevant by-laws and repeat violations can result in the suspension of the license.

In additions, many multiple dwelling buildings will include their own measures to ensure STRs do not become a nuisance.

Issue

Concern that the construction will be disruptive due to construction traffic, noise, and damage hydro poles and other infrastructure.

Response

It is acknowledged that construction on the site will be disruptive for a period of time. Through the building permit review process there will be an evaluation of the construction methods to ensure the least amount of impact on residents. City Building Staff will also carry-out periodic inspections of the construction site. In addition, the developer of the land has a responsibility to minimize the impact on existing residents by using acceptable construction methods. The applicant will also be required to provide the City with a strategy to accommodate construction traffic in the area. Any damage that is caused due to construction is the responsibility of the owner. Construction management will be addressed at the site plan approval and building permit stage.

Issue:

Additional density and new development should take place on Queen Street and not on this site.

Response:

Under the *Planning Act* the City is obligated to accept and review a rezoning application. The review of the proposal is conducted based on provincial and municipal policies and

accepted planning principles. This application was evaluated in this manner and it was found to represent good planning.

Issue:

The closing of the Scott Street Bridge will add to the traffic congestion.

Response:

The Scott Street Bridge was constructed in 1920 and based on a structural evaluation in March 2020, the bridge was closed to vehicular traffic for safety reasons. The Bridge continues to be open to pedestrian and bicycle traffic. Construction to replace the bridge is expected to start in the summer of 2021 and to be completed and reopened to traffic by December of 2021.

Issue:

There was notice that there was going to be traffic calming along Centre Street North, north of Queen Street East.

Response:

The City is intending to install traffic calming measures (i.e. bike lanes and speed cushions) along Centre Street North, from Queen Street East to Williams Parkway. Construction of these measures is expected to start in the summer of 2021.

Issue:

The development will cause noise pollution.

Response:

After the completion of construction, it is not expected that a residential development will generate significant noise. There is a City by-law in place that prohibits and regulates noise.

Issue:

Additional bike lanes should be provided.

Response:

No bike lanes will be provided as a result of this application, although the City is intending to construct bike lanes along Centre Street North to Williams Parkway in 2021. In addition, there are nearby recreational trails in the vicinity that accommodate active transportation including biking. In 2019 City Council approved the Active Transportation Master Plan which provides a vision for non-motorized transportation throughout the City that will improve the safety of walking and cycling, maximize the value of existing infrastructure, efficiently expand the network and improve access to transit using viable active transportation options in all areas.

Issue:

The proposed building is not compatible with the surrounding low-rise neighbourhood and will impact privacy and block sunlight.

Response:

Policies in the Official Plan indicate that this site is located in the *Central Area*, is very close to an *Intensification Corridor*, an *Urban Growth Centre*, and is in an *Anchor Mobility Hub*. All these designations envision higher density development.

Compatibility with a surrounding neighbourhood is a key consideration of any proposal, but should not be confused with uniformity or consistency. As well as existing land-uses, consideration is also given to future land uses expected in the area. Although it is intended that the density on the north side of Wilson Avenue will be more modest, the properties on the south side of Wilson Avenue are expected to develop with higher densities that will act as a transition from even higher densities that are expected along Queen Street East. The proposed development provides intensification in an area suitable for this type and scale of development. The proposal envisions appropriate intensification with a height and scale that does remain compatible with surrounding existing and future land-uses. This project addresses the overriding intensification objectives of the Official Plan related to land use, neighbourhood, landscaping and introduces an appropriate form and design that will create an elegant mid-rise landmark.

The applicant submitted a shadow study in support of the application, which shows the extreme cases for shadows. All shadows will fall in between these extremes. The shadow study indicates that the building has been situated and designed to reduce shadow impacts on neighbouring properties.

During the review of the detailed design, privacy and shadows will be addressed to try and minimize the impacts on existing residences.

Issue:

Building tenure (rentals or subsidized units).

Response:

Tenure for the building has not been determined. Any proposal to create a condominium on the property will require a planning application, which will be evaluated against policies in the Official Plan. Should the building units be rental, including subsidized units, site plan approval (i.e. detailed design) is required, but no further planning approvals will be required.

Issue:

Do not have enough infrastructure to support the additional density including police and medical staff.

Response:

Provincial and municipal policy documents indicate that this is an ideal area for increased population. This area is well serviced by emergency services including police, fire and ambulance. A recent announcement was made by the Provincial government to fund and expand the Peel Memorial Centre for Integrated Health and Wellness into a new hospital. In addition, an increased population will provide new jobs, new income, new tax revenue, and higher property values.

Issue:

The site has been sitting idle for years. This proposal should not be considered during the pandemic.

Response:

Owners will submit proposals on site based on factors that affect them. Owners will make the decision based on these factors.

Through the pandemic new methods and approaches were needed to continue to support the economy while maintaining public safety. Changes were made to Planning Act, and new procedures implemented to allow development applications to be evaluated. This proposal has satisfied all statutory requirements.

Issue:

The proposed entrance to the underground parking garage near the bus stop.

Response:

The location and improvements to transit facilities will be determined at the detailed design stage. Brampton Transit has been circulated with respect to this application, and has not raised significant issues as it relates to the location of the bus stop.

Issue:

There are insufficient setbacks and the building covers too much of the site.

Response:

This is a building that is located in an area that is intended for a higher density and as a result will have a more urban form, with reduced setbacks and greater lot coverage. Through the site plan review, staff will ensure that the proposed development is constructed using accepted urban design principles.

Issue:

Will similar buildings be constructed along Wilson Avenue, and can the north side of Wilson Avenue be developed with a higher density.

Response:

The properties on the south side Wilson Avenue are intended to be developed with higher densities than currently exists. Generally, the properties on the north part of Wilson Avenue are regulated by different policies, and if developed, are intended to have lesser densities. Planning staff will review proposed developments and process any associated development application. The application will be evaluated against policies in place at the time of the application.

Issue:

Property values will be impacted.

Response:

The impact of a development on neighbouring properties is not considered a planning matter in the Planning Act. There is little evidence that suggest that property values are significantly affected by nearby development.