

Detailed Planning Analysis
City File Number: OZS-2020-0032

Overview:

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

The Planning Act:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

Criteria to be Considered	Analysis
<i>(a) – the protection of ecological systems, including natural areas, features and functions;</i>	This proposal will protect natural areas by directing development to appropriate locations.
<i>(h) – the orderly development of safe and healthy communities;</i>	This proposal represents orderly development as it will make efficient use of land and provide future residents with access to transit, services, and employment.
<i>(j) – the adequate provision of a full range of housing, including affordable housing;</i>	This proposal will permit development of 664 apartment dwellings which will add to the variety of housing types in the area.
<i>(p) – the appropriate location of growth and development;</i>	This proposal is within an appropriate location for growth and development as it will make efficient use of land, existing infrastructure, and transit facilities.
<i>(q) – the promotion of development that is designed to be sustainable, to support</i>	This proposal will provide future residents with access to existing transit routes and it is designed to facilitate pedestrian

<i>public transit and to be oriented to pedestrians;</i>	movement both within the site and the broader neighbourhood.
<i>(r) – the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i>	This proposal will promote well designed built form in the shape of a mixed-use high-rise building. And it will encourage a sense of place. Further design details will be evaluated during the Site Plan Approval.
<i>(s) – the mitigation of greenhouse gas emissions and adaptation to a changing climate.</i>	This proposal will support the development of complete communities by providing dwellings adjacent to planned employment uses. And it will support the use of existing public transit routes and it is located.

Provincial Policy Statement:

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.

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;

This proposal will promote efficient development and land use patterns by providing residential dwellings at a location with existing services and nearby employment areas thereby making efficient use of land and promoting healthy, livable and safe communities.

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;

This proposal will provide apartment dwellings, thereby increasing the mix of residential types available, along with retail commercial uses. A greater variety of housing options and a mix of uses will ensure that long-term needs of residents are met.

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;

This proposal promotes the integration of land use planning, growth management, and transit-supportive development to achieve cost-effective development patterns. Development of apartment dwellings will minimize land consumption and servicing cost by making efficient use of the land while supporting transit by providing the opportunity for future users along existing routes.

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.

This proposal provides high density residential dwellings and retail commercial within a settlement area. The proposed density is an efficient use of land in an area with existing infrastructure and services. Providing greater densities and range of uses at this location promotes growth in appropriate areas. The development is both supportive of both transit and active transportation.

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:

- 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;*
- 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;

This proposal meets these requirements for providing a range of housing options by introducing high density residential dwellings into an area where appropriate levels of infrastructure and services are available. It will support existing and future transit by providing increased potential for riders along a BRT and Primary Transit Corridor. It will promote active transportation by providing pedestrian connections in an area with adjacent employment uses.

1.7.1 Long-term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

This proposal will add to both the housing supply and range of housing options by providing 664 apartment dwelling units within a high-rise mix-use building.

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;

This proposal supports these requirements for reducing greenhouse gas emissions through land use and development patterns. It provides high density housing in a compact form at the intersection of two transit corridors and adjacent to existing and planned employment uses. These combined factors encourage transit use and active transportation.

2020 Growth Plan for the Greater Golden Horseshoe:

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, more prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing types, and prioritizing intensification. The proposed development demonstrates conformity generally to this plan, including:

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

a) the vast majority of growth will be directed to settlement areas that:

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

This proposal will direct growth toward an appropriate area. It is located within a settlement area and a designated greenfield area. It is located within an area with existing and planned transit. And the location has existing infrastructure and services.

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;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;*

This proposal supports the creation of complete communities. It will provide residential dwellings and retail uses with convenient access to employment uses, stores, services and public service facilities. It will contribute to a broader range of housing types in a more compact built form. It will expand access to transit, open spaces, and parks. And it will contribute to environmental sustainability.

2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

This proposal supports this density target by providing 664 residential dwelling units.

2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

This proposal supports existing and planned transit services by adding to residential units and retail commercial space to the mix of uses.

2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

a) supports the achievement of complete communities;

b) supports active transportation; and

c) encourages the integration and sustained viability of transit services.

This proposal is located within a designated greenfield area. It is planned and designed in a manner that supports the achievement of complete communities, active transportation, and the sustained viability of transit services.

Region of Peel Official Plan:

The Region of Peel Official Plan provides a policy framework to help manage Peel's growth and development over the long term. The subject property is located within the "Urban System" in the Region of Peel's Official Plan. This application conforms to several "Urban System" designation objectives, including:

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.

This proposal will establish healthy complete communities. It provides both living and working opportunities within the same building along with access to further working and recreational opportunities planned on adjacent properties. Access to the natural environment is available through the nearby natural heritage system.

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.

This proposal will achieve a compact form that efficiently uses land through the development of apartment dwellings within a high-rise mixed-use building. This will allow for the efficient use of services and infrastructure. The development will require a

site plan approval which will further refine the concept and ensure that the characteristics of the existing community is taken into account.

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

This proposal will provide residential dwellings at a high density in a form of apartment units. As the site is located at the intersection of two transit corridors it is positioned to support existing transit routes. Connections with existing and planned infrastructure will be provided to support active transportation.

5.3.2.4 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.

This proposal is located within an approved subdivision and is proceeding with the planned provision of necessary 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.

This proposal will support the development of complete communities by providing apartment dwelling and commercial retail in the form of a mixed-use building. This will add to the diversity of housing mix and provide residents with easy access to jobs, open space, retail, and services.

5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.

This proposal is located within a designated greenfield area and will support the creation of transit-supportive communities by locating a mix-use building which includes apartment dwellings and retail commercial uses adjacent to planned and existing transit.

5.5.4.1.1 To plan and design greenfields to contribute to complete communities.

5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.

5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

5.5.4.1.4 To optimize the use of designated greenfield area.

This proposal achieves these greenfield objectives. It contributes to the creation of vibrant neighbourhoods and complete communities by providing both residential and

commercial uses with the same building that is located near by further employment and commercial opportunities. The proposed form is compact and will support transit services.

5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:

City of Brampton: 51 residents and jobs combined per hectare;

This proposed development will provide 664 dwelling units resulting in a density of 917 dwellings per hectare, which will exceed the minimum density required for greenfield areas within the City of Brampton.

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.

This proposal for apartment dwellings will contribute to the range of housing types and density available to current and future residents.

City of Brampton 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, Growth Plan and Regional Official Plan.

The subject property is designated "Residential" and "Special Land Use Policy Area 19" in the Brampton Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

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.*

This proposal will provide a high-density mixed-use development within a Major Transit Station Area and along a primary transit corridor. It will accommodate a significant population with a mix of uses. It will support transit and active transportation. And it will optimize the use of existing infrastructure and services. Transition of the built form to adjacent uses is incorporated into the design of the proposal and will be further refined during the site plan approval.

3.2.4.1 Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.

This proposal is located within a Major Transit Station Area and will provide 664 dwelling units resulting in a density of 917 dwellings per hectare. However, this policy is not consistent with the current Growth Plan direction for development within Major Transit Station Areas.

4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

This proposal maintains the intent of the "Residential" designation. It proposes the development of a mixed-use building that is predominantly residential in the form of high-rise apartments.

4.14.3.19 Special Land Use Policy Area 19: North-east Corner of Queen Street East and The Gore Road

A high-density mixed use block shall be located fronting The Gore Road and north of the Office designation, to form a transition between the employment uses along Queen Street East, and residential uses to the north and east. The block shall be developed as a mixed-use development that may include a full range of offices, retail and service activities, institutional uses, and multiple residential uses.

This proposal maintains the intent of this special policy area by providing a high-density mixed-use building comprising of 664 residential dwellings and commercial retail uses at the block north of the employment uses at Queen Street East.

Bram East Secondary Plan (Area 41):

The site is designated "Cluster/High Density" and "Special Policy Area 18 (Mixed Use High Density)" in the Bram East Secondary Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

3.1.1 The various residential designations shown on Schedule SP41(a) are categories in which the predominant use of land is residential and collectively include the full range

of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

This proposal for apartment dwellings within a mixed-use building falls within the permitted range of housing type for this plan area and will introduce a broader range of dwelling types to the plan area.

3.1.6 In areas designated Cluster and High Density Residential on Schedule 'SP41(a)', residential uses within the High Density Residential category defined in Part I of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.7."

This proposal for apartment dwellings within a mixed-use building falls within the permitted uses included in the High Density Residential category of the Official Plan.

3.1.8 Any proposal for Cluster and High Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

This proposal will have regard for the adjacent lower density forms and achieve an appropriate transition. The design of the building will minimize shadowing and overlook. Further design details will be evaluated during the Site Plan Approval.

3.1.27 Special Policy Area 18 (Mixed use High Density)

(a) A high-density mixed-use block shall be located fronting The Gore Road to form a transition between the employment uses along Queen Street East, and residential uses to the north and east. The block shall be developed as a mixed-use development that may include a full range of offices, retail and service activities, institutional uses, and multiple residential uses with a maximum permitted density of 1,000 units per hectare, a minimum building height of 3 storeys, and a maximum building height of 35 storeys.

This proposal is for a high-density mixed-use building with 664 apartment dwellings and commercial retail. This will result in a density of 917 dwellings per hectare, which is below the maximum density established for this site. The proposed building will have a maximum height of 35 storeys, which is consistent with this policy.

Zoning By-law:

The property is zoned "Residential High Density" by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

This proposal proposes a changes to the following regulation within the existing zone in order to facilitate the proposed development. The proposed provisions are listed below:

- (1) Maximum building height is 35 storeys;
- (2) Maximum lot coverage of the buildings is 60 per cent of the total lot area;
- (3) Minimum area of the lot to be landscaped is 20 per cent;
- (4) Minimum parking requirement for an apartment dwelling use is 1.0 parking space per unit for residents and 0.15 parking spaces per unit for visitors;
- (5) Parking spaces for all uses set out in subsection (3) shall be shared with visitor parking spaces; and
- (6) Underground buildings or structures shall have a minimum setback of 0 metres from the lot line.

These amendments to the zone will allow apartment dwellings with limited commercial uses and set out requirements such as, but not limited to, building height, lot coverage, landscape area, parking, and setbacks. These requirements will permit development that is appropriate with the surrounding residential uses.

Land Use:

This application proposes a high-density mixed-use development consisting of 664 apartment dwellings and commercial retail adequately reflects the Council approved Official Plan. The building will consist of two towers of 25 and 35 storeys connected by podium. The connecting podium is 10 storeys and will step back at the fourth storey. Retail space of 1,260.0 m² will be located on the ground floor fronting onto The Gore Road. Amenity space 2,006.5 m² will be located throughout the podium.

Parking will be provided within three (3) levels of underground parking garage, the second floor, and ground level parking on the east side of the building. Access is provided from Skyridge Drive and Rockspur Court via an access easement.

The uses described above that are proposed on the property are acceptable from a land-use perspective.

Urban Design:

An Urban Design Brief and Sun/Shadow Study prepared by MBTW Group and W Architect Inc. dated November 2020 was submitted with this application. Comments were provided to the applicant to address issues such as, but not limited to, integration

with adjacent uses, design of retail space, and design of the front entrance. A revised Urban Design Brief was received in April 2021.

Staff have reviewed the Urban Design Brief and Sun/Shadow Study and concluded that was prepared in compliance with the City of Brampton's Development Design Guidelines.

Transportation/Traffic:

A Transportation Assessment prepared by Poulos & Chung Limited dated November 2020 and revised April 2021 was submitted with this application. It assess the impacts of the proposed development. The study was based on 664 residential units and 1260m² of retail space.

The study concludes that that "all primary modes of transportation can be easily and effectively accommodated."¹ Staff have reviewed the Traffic Impact Study and concluded that it addresses the potential for traffic related issues for the proposed development.

Noise:

A Preliminary Environmental Noise Report prepared by Jade Acoustics Inc. dated November 16, 2020 was submitted with this application. This report was prepared "to investigate the potential impact of noise on the proposed development."² The report "found that with appropriate mitigative measures, all residential units in the development will meet the noise guidelines."³

City staff have reviewed the Preliminary Environmental Noise Report and concluded that it satisfactorily addresses the potential noise related issues for the proposed development.

Servicing:

A Functional Servicing Report prepared by Schaeffers Consulting Engineers dated November 2020 and revised April 2021 was submitted with this application. This report demonstrates how the proposed development can be serviced.

Stormwater Management:

The report found that "the proposed storm sewer system will outlet to the existing metal culvert on The Gore Road which is tributary to the Clairewood Stormwater Management Pond."⁴ And that "stormwater quantity controls are not proposed for this development."⁵

Sanitary Servicing:

The report proposes that “the sanitary sewer system will discharge to the existing sanitary sewer located within the easement, south of the subject site, and ultimately to the existing 250 mm sanitary sewer located north of Queen Street East.”⁶

Water Supply:

The report notes that “the water servicing will be provided off the existing 300 mm diameter watermain on Skyridge Drive.”⁷

Sustainability:

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 37 points which meets bronze thresholds of sustainability defined by the City.

Endnotes

1. Poulos & Chung Limited, TACC Holborn Corp. Lands North-East of the Gore Road & Queen Street East Brampton, Ontario Transportation Assessment In Support of Zoning By-law Amendment for Highrise Residential Condominium (Markham, 2021), 54.

2. Jade Acoustics Inc., Preliminary Environmental Noise Report: Proposed Mixed-Use Development The Gore Road and Queen Street East Block 139 Development (Concord, 2020), 3.

3. Jade Acoustic Inc., Preliminary Environmental Noise Report, 2.

4. Schaeffers Consulting Engineers, Functional Servicing and Stormwater Management Report: TACC Holborn Development (Block 139) (Concord, 2021), 19.

5. Schaeffers Consulting Engineers, Functional Servicing and Stormwater Management Report, 19.

6. Schaeffers Consulting Engineers, Functional Servicing and Stormwater Management Report, 19.

7. Schaeffers Consulting Engineers, Functional Servicing and Stormwater Management Report, 19.