

### Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

### Planning Act R.S.O 1990 and Provincial Policy Statement, 2020

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the protection of ecological systems, including natural areas, features and functions (section 2 a);
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);

- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-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 (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
- avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (section 1.1.1 d);
- 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 (section 1.1.1 e);
- improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
- Settlement areas shall be the focus of growth (section 1.1.3.1);
- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
  - efficiently use land and resources;
  - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - minimize negative impacts to air quality and climate change, and promote energy efficiency; o prepare for the impacts of a changing climate;
  - support active transportation;
  - are transit-supportive, where transit is planned, exists or may be developed;
- 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 accommodate 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 (section 1.1.3.3);

- appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
- To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
  - 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 (section 1.4.1 a)
- 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 (section 1.4.3 a, b, c, d, e, f):
  - 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;
  - permitting and facilitating:
    - 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,
    - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - 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; o 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;

- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
  - 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;
- healthy, active communities should be promoted by (section 1.5.1 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;
- Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs (section 1.6.1)
- Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized (section 1.6.3 a)
- Planning for sewage and water services shall (section 1.6.6.1 a, 1, b 1, 3):
  - accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
    - 1. municipal sewage services and municipal water services;
  - ensure that these systems are provided in a manner that:
    - 1. can be sustained by the water resources upon which such services rely
    - 3. Is feasible and financially viable over their lifecycle;
- Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services (section 1.6.6.2)
- Planning for stormwater management shall (section 1.6.6.7 a, b, c):
  - be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;

- minimize, or, where possible, prevent increases in contaminant loads;
- minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible (section 1.6.7.2)
- 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 (section 1.6.7.4)
- Natural features and areas shall be protected for the long term (section 2.1.1)
- The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features (section 2.1.2)
- Development and site alteration shall not be permitted in (section 2.1.5 c):
  - significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)
- Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (section 2.1.8)

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

The subject land is within the “Built-Up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- The vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
  - Have a *delineated built boundary*;
  - Have existing or planned *municipal water and wastewater systems*; and,
  - Can support the achievement of *complete communities*;
- Within *settlements areas*, growth will be focused in (section 2.2.1.2 c):
  - *Delineated built-up areas*;
  - *Strategic growth areas*;
  - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or planned; and,
  - Areas with existing or planned *public service facilities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to e):
  - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
  - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
  - 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;
  - Expand convenient access to:
    - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation
    - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;
  - provide for a more compact built form and a vibrant public realm, including public open spaces
- Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will (section 2.2.6.1 a i):

- support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
  - identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents
- 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 (2.2.6.2 a to d):
  - planning to accommodate forecasted growth to the horizon of this Plan;
  - planning to achieve the minimum intensification and density targets in this Plan;
  - considering the range and mix of housing options and densities of the existing housing stock; and
  - planning to diversify their overall housing stock across the municipality
- 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 (section 2.2.6.3);
- 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 (section 2.2.6.4).

### **Regional Official Plan (Office Consolidation December 2018)**

The subject application is within the “Urban System” designation on Schedule D, and “Built-up Area” on Schedule D4 as established in the Regional official Plan.

Furthermore, the subject application is partially located within the Core Areas of the Greenlands System on Schedule A. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- Prohibit development and site alteration within the Core Areas of the Greenlands System in Peel, except for (section 2.3.2.6 e):
  - Minor development and minor site alteration
- General objectives for the Urban System that apply to this application include (section 5.3.1):

- To achieve sustainable development within the Urban System
  - To establish healthy complete urban System
  - 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
  - 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
  - To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive
  - To promote crime prevention and improvement in the quality of life
  - To recognize the integrity and physical characteristics of existing communities in Peel.
  - To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age
- 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 (section 5.5.2.1);
  - Develop compact, transit supportive communities in designated greenfield areas (section 5.5.2.2);
  - Intensification Objectives (section 5.5.3):
    - To achieve compact and efficient urban forms (section 5.5.3.1.1).
    - To optimize the use of existing infrastructure and services (section 5.5.3.1.2).
    - To intensify development on underutilized lands (section 5.5.3.1.4)
    - To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian- friendly urban environments (section 5.5.3.1.5)
  - Intensification Policies (section 5.5.3.2):
    - Facilitate and promote intensification (section 5.5.3.2.2)
    - Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (section 5.5.3.2.3)
    - 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 (section 5.5.3.2.5)

- 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 (section 5.5.3.2.7)
- 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 (section 5.8.1.1)
- To foster efficient and environmentally sensitive use of land and buildings in the provision of housing (section 5.8.1.3)
- Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support (section 5.8.2.2):
  - Residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure;

#### **Official Plan:**

The property is designated “Residential” on Schedule A – General Land Use Designations and is located on the “Secondary Intensification Corridor” of McLaughlin Road on Schedule 1 – City Concept of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from single detached houses to high-rise apartments housing types. The “Intensification Corridors” are one of the City’s key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service.

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

- Secondary Intensification Corridors are supported by transit service along Primary Transit Corridors. These intensification corridors are generally planned to accommodate intense mixed-use development designed to achieve a floor space index of 1.0 over the entire Intensification Corridor, within buildings 2-8 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6 (section 3.2.6.5)

- The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses (section 4.2.1.1);
- The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the table below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan (section 4.2.1.2);
- The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate (section 4.2.1.3);
- Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area (section 4.2.1.6);
- The City shall encourage, where appropriate, on-site amenities and facilities in multiple residential development deemed commensurate with the anticipated resident composition of the subject development (section 4.2.1.9);
- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 I, ii, iv, vi and vii):
  - Variety of housing types and architectural styles;
  - Siting and building setbacks;
  - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
  - Incorporation of multiple unit dwellings and apartments; and,
  - Landscaping and fencing on private property.

- The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas (section 4.2.1.18);
- The City shall ensure that road facilities function in accordance with the following general guidelines and classifications (section 4.5.2.2 iii):
  - Minor arterials are to be planned, designed, constructed and designated as continuous roadways that connect with and support the major arterial road system, carrying moderate volumes of medium distance intra-municipal traffic at medium speeds and may include as appropriate, HOV lanes, dedicated transit lanes, or other transit priority measures with appropriate supporting street furniture including sidewalks. Direct vehicle access to abutting properties is to be limited where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.
- Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends (section 4.5.2.9);
- The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized (section 4.5.4.22)
- The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service (section 4.5.5.2)
- Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule "D" unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions (section 4.6.6.8)

- The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections (section 4.6.6.10)
- Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act (section 4.6.7.4)
- All valleylands and watercourse corridors conveyed to the City of Brampton, including associated environmental hazards and defined conservation buffers, shall be in a condition satisfactory to the municipality. If any such lands are contaminated, the transferor will, prior to conveyance, restore the lands to a condition free from adverse effects and suitable for enhancement, submit a Record of Site Condition to the City, and satisfy any other requirements of the City regarding contaminated sites (section 4.6.7.5)
- 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 (section 4.11.2.1.2):
  - 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;
  - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
  - 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” principles to reduce the incidence and fear of crime.
- Mid-rise buildings are generally considered to range between 4 and 9 storeys in height. They are encouraged to frame the street they are fronting while allowing access to sunlight to adjacent properties.
- Mid-rise buildings shall address the following design issues (section 4.11.3.1.1):
  - 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.

### Amendment to the Official Plan

An amendment to the Official Plan is not required as the proposed development is permitted within the residential designation.

### **Secondary Plan:**

The property is designated “Medium/Cluster/High Density Residential” in the Fletchers Meadow Secondary Plan (Area 44).

The following policies of the Secondary Plan are applicable to the subject property:

- The various residential designations shown on Schedule SP44 (a) are categories in which the predominant use of land is residential and they 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 substations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses (section 3.1.1)
- Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including Section 5.0 of this Chapter (section 3.1.3)
- In areas designated Medium/Cluster/High Density Residential on Schedule ‘SP44(a)’, residential uses within the High Density Residential category defined in Part I, Section 5.2 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.6 (section 3.1.5)
- The net density for Medium/Cluster/High Density Residential designations shall not exceed 124 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density to a maximum of 150 units per hectare (60 units per acres), may be granted on a site specific basis for non-profit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to density yields, will have an acceptable level of impact on the local roads and services within the Secondary Plan Area (section 3.1.6)

- Any proposals for Medium/Cluster/High Density development shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms (section 3.1.7)
- The right-of-way requirement for McLaughlin Road shall be sufficient to accommodate 4 lanes of traffic. For long term flexibility, the designated right-of-way width for McLaughlin Road shall be 36 metres (section 4.1.6)
- The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses (section 4.2.1)
- Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards (section 4.2.3)
- Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City. Any proposed pedestrian/cyclist links crossing Highway No. 7 require approval by the Ministry of Transportation (section 4.3.2)
- The design requirements governing the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be adopted prior to or at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire Secondary Plan Area, or portions thereof, as appropriate (section 5.10.1)
- All development within the Secondary Plan Area shall be based on due consideration of the Crime Prevention Through Environmental Design (C.P.T.E.D) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City (section 5.10.2)
- The City shall require the use of a Developer Cost Sharing Agreement or other suitable arrangements amongst landowners in order to equalize the proportional costs of development, including the costs of front-ended secondary plan component studies, other common studies, infrastructure, facilities and works, including the establishment of school and park sites, to thereby ensure the orderly implementation of the secondary plan. However, the City will not be a

party to this agreement nor will it be involved in its negotiation or administration (section 6.2.4)

- The City shall require that such a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Plan is executed and copies thereof provided to the City prior to the draft approval of any subdivision plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreement deals with all pertinent matters equitably and can reasonably be imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval (section 6.2.5)

#### Amendment to the Secondary plan

The proposed net density for this development is 465 units per net hectare (188 units per acre). The net density of 'Medium/Cluster/High Density' Residential designation shall not exceed 124 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density to a maximum of 150 units per hectare (60 units per acres), may be granted on a site specific basis for non-profit housing projects, without further amendment to the secondary plan.

An amendment to the Secondary Plan is required to facilitate the increase in density of this proposed development.

#### **Zoning By-law:**

The property is zoned "Commercial One-Special Section 1045" (C1-1045) by By-law 270-2004 as amended. This zone permits commercial uses including a retail establishment, a grocery store, a service shop, a personal service shop, a bank, trust company, or finance company, an office, a dry cleaning and laundry distribution station, a laundromat, a parking lot, a dining room restaurant, a convenience restaurant, a take-out restaurant, an animal hospital and other purposes including a place of worship, a library, a group home type 2 and purposes accessory to the other permitted purposes.

#### Amendment to the Zoning By-law

The application has submitted a draft zoning by-law. The following zoning provisions to change the zoning to "Residential Apartment A-Special Section" (R4A-XX) to permit the proposed nine-storey residential building are included in the draft Zoning By-law Amendment:

"(2) by adding thereto, the following sections: "XXX The lands designated R4A-XXXX on Schedule A to this by-law:

XXX.1 Shall be subject to the following requirements and restrictions:

- 1) Minimum front yard setback abutting a public street: 3.0 metres
- 2) Minimum interior side yard width: 6.0 metres

- 3) Minimum exterior side yard width: 5.0 metres
- 4) Minimum rear yard setback: 5.0 metres
- 5) Maximum lot coverage: 50%
- 6) Minimum Landscaped Open Space: 35 %
- 7) Maximum Floor Space Index: No requirement

XXX.2 Rooftop enclosures shall be excluded from the overall height calculation.

XXX.3 Loading, Garbage storage and pick up and Mechanical equipment space will be located internal to the property below grade.

XXX.4 An underground parking structure shall have a 0m setback line to the front lot line and side lot lines only, with a rear yard setback of 5.0 metres.

XXX.5 Parking shall be provided at a rate of 1 space per residential condominium unit and condominium visitor parking will be provided at a rate of 0.20 spaces/ unit.

XXX.6 Parking shall be provided at a rate of 0.10 spaces per identified seniors residential units and visitor parking for seniors units will be provided at a rate of 0.25 spaces/ unit.

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

### **Sustainability Score and Summary**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 38 points; a bronze designation which meets the City's minimum Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

### **Documents Submitted in Support of the Application**

- Application Form including owner's authorization
- Draft Official Plan Amendment
- Draft Zoning By-law amendment
- Draft Notice Sign
- Concept Plan
- Cover Letter
- Property Survey
- Public Consultation Strategy



- Planning Justification Report
- Sustainability Score and Summary
- Functional Servicing and Stormwater Management Report
- Erosion and Sediment Control Plan
- Tree Inventory and Preservation Study and Plan
- Phase I Environmental Site Assessment
- Limited Phase II Environmental Site Assessment
- Archaeological Assessment
- Archaeological Assessment Phase 2
- Archeological Entry into the Registry
- Parcel Abstract
- Full Architectural Package
- Preliminary Servicing Plan
- Preliminary Grading Plan
- Pre-Development and Post Development Drainage Plans
- Urban Design Brief (including the sun/shadow study)
- Graphic Rendering
- Landscape Plan and Landscape Cost Estimate
- Geotechnical Report
- Environmental Impact Study
- Transportation Impact Study (including Parking Study and Swept path analysis)
- Meander Belt Width Assessment

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