

Information Summary

City File Number: OZS-2020-0029

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 Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act:

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

Section 2 (a) - The protection of ecological systems, including natural areas, features and functions;

Section 2 (f) - The adequate efficient use of communication, transportation, sewage and water service and waste management systems;

Section 2(h) – the orderly development of safe and healthy communities;

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

Section 2(l) – the protection of the financial and economic well-being of the Province and its municipalities;

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; and

Section 2(r) – the promotion of built form that:

- (i) is well designed*
- (ii) encourages a sense of place, and*
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

Provincial Policy Statement (2020)

The proposal will 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:

Section 1.1.1 Healthy, Liveable and safe communities are sustained by:

a) Promoting efficient development and land use patterns which sustain the financial wellbeing 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) 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.

1.1.3.1 Settlement area 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;

e) support active transportation; and

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.

1.4.3 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; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy

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.

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;

f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

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:
 - a. Have a delineated built boundary;*
 - b. Have existing or planned municipal water and wastewater systems; and*
 - c. 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;**

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;*
- 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;*
- e) provide for a more compact built form and a vibrant public realm including public open spaces;*

2.2.4.10 lands adjacent to or near 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

2.2.7 Designated Greenfield Areas

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.*

3.2.2.2 the transportation system within the GGH will be planned and managed to:

- a) Provide connectivity among transportation modes for moving people and for moving goods;*
- b) Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation.*

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 and managing resources. It provides a basis for efficiently managing growth.

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:

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 Contributing to achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

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.

5.5.1.4 Achieve the intensification targets while providing for sufficient Greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.

5.5.1.6 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.

5.5.2.3 develop compact, transit-supportive communities in designated greenfield areas

5.5.3.2 Facilitate and promote intensification.

5.9.2.5 Optimizing the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form.

3.6.2.5 Directing area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region's objectives with respect to cultural heritage resources.

3.6.2.7 Direct the area municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site.

3.6.2.8 Directing area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

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, the Growth Plan and the Regional Official Plan.

The property is designated as 'Residential' and 'Open Space' on Schedule A – General Land Use Designations of the Official Plan. Schedule C – Transit Network of the Official Plan identifies Queen Street as a 'BRT Corridor'. Schedule D of the Official Plan identifies part of the property as 'Valleylands/ Watercourse Corridors'.

The application will be evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place.

3.2.8.5 Where the City has deemed that the City structure would not be compromised, as required by Section 3.2.4, development outside the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this plan. This amendment is required to demonstrate the following:

(i) The development is consistent with the general intent and vision of the applicable Secondary Plan;

(ii) The development contributes to the City's desired housing mix;

(iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;

(iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;

(v) There is sufficient existing or planned infrastructure to accommodate the development;

(vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

(vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

(viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

(ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental

Management section of this Plan and the City's Development Design Guidelines;

(xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

(xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential downstream watercourses.

3.2.8.6 The extent to which a development satisfied the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

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. 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 Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.6 Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.

4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

4.6.7.4 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.

4.7.1.2 The Open Space designation on Schedule “A” indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.

4.11.4.1 Urban design objectives and principles shall form an integral part of the City’s land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of high quality public realm.

Credit Valley (SPA45) Secondary Plan

The subject property is designated ‘Springbrook Settlement Area’ within the Credit Valley Secondary Plan (SPA45). An amendment to the Credit Valley Secondary Plan is required to permit the proposed 10-storey apartment building, 61 townhouses, and 2 single detached dwellings. As discussed in more detail below, staff is currently planning a City initiated Official Plan Amendment for Springbrook and is proposing to increase densities along Queen Street West, in the range of 8 – 10 storeys in height. An amendment to the Secondary Plan is required to proceed with the proposed development prior to Council adoption of the above noted City initiated Official Plan Amendment. Through the development review process, staff will ensure that the proposed development is consistent with the emerging policy framework in Springbrook, and take into account comments from members of the public.

As noted above, the City initiated Official Plan amendment for properties fronting Queen Street West in Springbrook resulted from Council Resolution No. PDC 123-2020 on October 26, 2020, which directed staff to initiate a separate planning process for lands fronting Queen Street West (in Springbrook), where higher densities are envisioned, and hold a statutory public meeting to present the proposed changes.

The statutory public meeting was held on June 8, 2020 and proposed the following:

- *To remove the ‘Springbrook Settlement Area’ policies from the text and schedules and include the lands within the Springbrook Tertiary Plan;*
- *To remove the special study area from the Block Plan 45 sub area 2;*

- *To add Commercial Mixed Use Medium-High Density Residential designation, which will increase height permissions ranging from 10 to 12 storeys at the northeast intersections of Queen Street West and Creditview and Queen Street West and Elbern Markell Drive;*
- *To add Commercial Mixed Use Medium Density Residential designation, which will increase height permissions that range between 8 to 10 storeys along properties fronting onto Queen Street West;*
- *To add a Commercial Mixed Use Low Density Residential designation, which will permit commercial mixed use building ranging from three (3) to five (5) storeys; however, when adjacent to existing low density residential developments the height cannot exceed three (3) storeys along the interior parcels; and,*
- *A high quality architectural standard is to be incorporated into the design.*

The subject property falls within the proposed Commercial Mixed Use and Medium Density Residential designation, which will increase height permissions between the range of 8 to 10 storeys for properties fronting Queen Street West.

This report was authored before the public meeting and comments from members of the public were not made available at the time, but will be incorporated as part of the review of this application.

Other policies within the Credit Valley Secondary Plan (SP45) that the application will be evaluated against include, but are not limited to:

4.2.1 Preserve protect and restore the natural environment, to the extent practical;

4.2.2 Coordinate the staging and sequencing of development growth in conjunction with the provision of infrastructure and services required to support that growth, in accordance with the Brampton Growth Management Program;

4.2.4 Develop excellence in community living based on the application of the following principles:

- (i) A well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;*
- (ii) The promotion of excellence in civic design in both the public and private realm;*
- (iii) to work jointly with Peel Region to coordinate the provision and timing of capital works;*
- (v) to create a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities;*
- (vi) to create an urban environment that provides for safe, functional and attractive residential neighbourhoods;*

- (vii) *to provide an integrated parks and open space system with a clear functional relationship to the overall community and the neighbourhoods served;*
- (ix) *To provide provide opportunities for recreational and natural links to the Credit River, Huttonville Creek and Springbrook Creek floodplains and valleys, while protecting and preserving significant natural features of the valley system;*
- (xi) *to establish urban design guidelines that encourage the development of attractive, safe, and where appropriate, pedestrian-scale built forms within the community;*
- (xii) *to establish a consistently high level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;*
- (xiv) *To promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,*
- (xv) *To encourage the development of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the Secondary Plan Area and the lands adjacent thereto.*

City of Brampton Zoning By-law

The subject land is zoned 'Residential Hamlet 1' as per City of Brampton Zoning By-law 270-2004, as amended. The 'Residential Hamlet 1' zone permits a single detached dwelling and supportive housing residences, as well as a variety of non-residential uses including a park, place of worship, public or private school, cemetery, nursing home, and a greenhouse or nursery.

An amendment to the Zoning By-law is required in order to facilitate the proposal.

Documents Submitted in Support of the Application

- Application Form
- Cover Letter
- Concept Plan
- Draft Notice Signage
- Planning Justification Report
- Official Plan Amendment
- Zoning By-law Amendment
- Functional Servicing Report (including storm water management)
- Traffic Impact Study
- Urban Design Brief
- Environmental Impact Study

- Tree Evaluation Report
- Environmental Noise Study
- Grading Plan
- Servicing Plan
- Landscape Concept
- Architectural Plans