

Detailed Planning Analysis

The *Planning Act*, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Credit Valley Secondary Plan (Area 45) provide direction and policies that encourage compact, efficient and sustainable development through intensification, and use of existing infrastructure to provide an appropriate mix of housing types and land uses. The proposed development at 1879 Queen Street complies or conforms with the general intent of these plans, as well as the specific policies and objectives.

Planning Act:

The proposal has been reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act* R.S.O 1990. The sections applicable to this application include, but are not limited to:

- a) The protection of ecological systems, including natural areas, features and functions;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- p) The appropriate location of growth and development; and,
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- r) The promotion of a built form that:
 - i. Is well-designed
 - ii. Encourages a sense of place, and
 - iii. Provides for public spaces that are high quality, safe, accessible, attractive and vibrant;

Section 51(24) of the Act provides criteria to be considered for the division of land. The following criteria are specifically relevant to the proposed Draft Plan of Subdivision:

- a) The effect of development of the proposed subdivision on matters of Provincial interest;
- b) Whether the proposal is premature or in the public interest;
- c) Whether the Draft Plan of Subdivision conforms to the Official Plan and adjacent Plan of Subdivision, if any;
- d) The suitability of the land for the purposes for which it is to be subdivided;

- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f) The dimensions and shapes of the proposed lots;
- g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided; or the buildings or structures proposed to be erected on it and the restrictions, if any on adjoining land(s)'
- h) The conservation of natural resources and flood control;
- i) The adequacy of utilities and municipal services;
- j) The adequacy of school sites;
- k) The area of land, if any, within the proposed Draft Plan of Subdivision that, exclusive to highways, is to be conveyed or dedicated for public purposes;
- l) The extent of which the Plan's design optimizes the available supply, means of supplying, efficient use and conservation energy;
- m) The interrelationship between the design of the proposed Draft Plan of Subdivision and Site Plan control matters relating to any development on the land.

The proposal is consistent with the above noted matters by adding housing stock and providing intensification. The proposal supports the City's objective of providing transit supportive intensification along nodes and corridors. The proposed development is an appropriate form that is designed to fit within the existing context of the Tertiary Plan.

Furthermore, the application meets Section 51(24) and the criteria required for the division of land as the proposal has regard for matters of Provincial Interest, conforms to the adjacent draft plans and has appropriate lotting among other items.

Provincial Policy Statement (PPS):

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:

- Section 1.1.1 – Healthy, liveable and safe communities are sustained by:
 - a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b. Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs.
 - c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;

- d. 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;
 - 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;
 - f. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- Section 1.1.2 – Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon
- Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.
- Section 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 services and avoid 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; and
- Section 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.

- Section 1.1.3.6 – New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure and public service facilities.
- Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;
 - b) Permitting and facilitating:
 - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it 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.
- Section 2.1.1 Natural features and areas shall be protected for the long term.
- Section 2.1.8 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.

This property is located within a settlement area that is defined in provincial and municipal planning documents. The proposed development is within the 'Built Up Area' in the Growth Plan, which considers redevelopment and intensification of the area, which is further supported by the recently endorsed Tertiary Plan.

Through the use of zoning controls, urban design guidelines, the built form of the proposed development will both integrate into the existing neighbourhood, and enhance the character and design of the site itself. Furthermore, the site will have a compact, high-density form that will make for an efficient use of infrastructure, and is directly adjacent to planned bus rapid transit. Based on the foregoing, the proposed development satisfies the following sections: 1.1.1 a), b), c), d), e), f), g), 1.1.3.1, 1.1.3.2 a), b), c), d), e), f), 1.1.3.4, 1.1.1.3.6 and 1.4.3 a), b), c), d), e), f).

In regards to section 2.1.1, the natural heritage system feature was reviewed through an Environmental Impact Study and it was determined that no adverse impacts are anticipated provided the natural heritage system is zoned accordingly with the approved buffer.

The proposed development is consistent with the PPS (2020).

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

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 subject property is identified as the 'Built Up Area' within this Plan. The proposed development demonstrates conformity to the following section of the Growth Plan:

- Section 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 delineated built boundary;
 - ii. Have existing or planned municipal water and wastewater systems; and
 - iii. Can support the achievement of complete communities
 - b) Growth will be limited in settlement areas that:
 - i. Are rural settlements;
 - ii. Are not serviced by existing or planned municipal water and waste water systems or
 - iii. Are in the Greenbelt Area;
 - c) Within settlement areas, growth will be focused in:

- i. Delineated built-up areas;
 - ii. Strategic growth areas;
 - iii. Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. Areas with existing or planned public service facilities;
 - d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise
 - e) Development will be generally directed away from hazardous lands.
- Section 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 second unit 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) Providing for 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; and
- Section 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.
- Section 2.2.6.2 –Municipalities will support the achievement of complete communities by:
 - a) Planning to accommodate forecasted growth to the horizon of this Plan;
 - b) Planning to achieve the minimum intensification and density targets in this Plan;

- c) Considering the range and mix of housing options and densities of the existing housing stock; and
- d) Planning to diversify their overall housing stock across the municipality

The proposed development is located within the built-up boundary, and acts as an intensification of already partially serviced lands that will introduce a number of new uses to the site at a significantly higher density. The proposed development will feature a mix of townhouses, single detached houses and an apartment building. A vibrant public realm will be ensured through the provision of adequate landscape areas, as well as a proposed new park. Adequate building setbacks are proposed along the street frontage of Queen Street in order to improve the public realm. The proposed development will provide sufficient access to various transportation options, public service facilities, parks and other amenities. Therefore by introducing these uses and density at this location, policies 2.1.2 (2) a), b), c) d), 2.1.2.4 a), b), c), d) and 2.2.6.2 are satisfied.

The lands to be developed are directly adjacent to a Bus Rapid Transit stop, and are adjacent to an 'Other Potential Rapid Transit Corridor' according to the Region of Peel's Schedule G: Rapid Transit Corridor. Therefore, the policies of section 2.2.4.10 are met.

The site is adjacent to the Credit River, the associated valleylands and a portion is also regulated by the Credit Valley Conservation Authority (CVC). The proposed buildings have been strategically located and mitigation measures have been taken into consideration to ensure that the natural heritage is not adversely effected.

Approving the proposed development will help achieve the minimum intensification targets as set out in the City's Official Plan. The proposed development will accommodate growth through intensification, and offers a range of residential dwelling units. The proposed development will assist in the diversification of Brampton's housing stock. Therefore, staff is satisfied that the proposed applications conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

Region Official Plan, 2016

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System', within the 'Built-Up Area' and contains a portion of the 'Core Area of the Greenlands Boundary' and is further located along an 'Other Potential Rapid Transit Corridor' as established in the Regional Official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The proposed development is consistent with the following policies of the Region of Peel Official Plan:

- Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in

Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.

- Section 5.3.1.1 – To conserve the environmental and resource attributes of the Region.
- Section 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
- Section 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.
- Section 5.3.1.5 – To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.
- Section 5.3.1.6 – To promote crime prevention and improvement in the quality of life
- Section 5.3.1.7 – To recognize the integrity and physical characteristics of existing communities in Peel.
- Section 5.3.1.8 – To provide for the need of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.
- Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans;
- Section 5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms of urban development and redevelopment.
- Section 5.5.2.2 – Direct a significant portion of new growth to the built-up areas of the community through intensification
- Section 5.5.2.3 – Develop compact, transit-supportive communities in designated greenfield areas.

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

The objective of the Regional Official Plan is to achieve sustainable development by establishing healthy, complete, compact communities that offer a wide range and mix of housing as well as supporting multimodal transportation. In addition, policies direct new growth to built-up areas of the community, and more specifically to high growth areas.

Although the subject property is located outside of Brampton's urban growth centre, the proposed development is located well within Brampton's built-up area, and is served by the transit system. Most of the necessary infrastructure and services for the proposed development are already in place, since the subject property is within Brampton's built-up area. The development also proposes a mix of dwelling units and sizes, with high quality design and close proximity to retail, and transit, which supports the creation of complete communities.

The proposal will result in a compact, well-designed development that provides various housing options to meet the needs of different households. Furthermore, the proposal demonstrates conformity to this plan by being a compact urban form that will intensify underutilized land.

Accordingly the subject applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan, 2006

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated as 'Residential' and 'Open Space' on Schedule A of the Official Plan. Schedule D of the Official Plan identifies the properties as 'Valleylands and watercourse Corridors' and 'Areas of Natural and Scientific Interest – Life Science' and Schedule A1 identifies the properties as 'Upscale Executive Housing Special Policy Area'. The subject applications conform to the Official Plan policies and specifically the following:

- Section 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 with Mobility Hubs and Major Transit Station Area. 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 efficient; and,
 - (viii) Achieve an appropriate transition of built form to adjacent areas.
- Section 3.2.2.1 – By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential between 2006 and 2031 to the built-up area.
- Section 3.2.8 – Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet basic needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.
- Section 3.2.8.3 – Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Area or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 storeys in height.
- Section 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 of the Central Area, including the Urban Growth Centres, Mobility Hub; Major Transit Station Area 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 as 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, protection, 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 subject to the policies of the Natural Heritage and Environmental Management section of this Plan and 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/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 impacts on downstream watercourses.

- Section 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.

- Section 4.2.1.2 – The policies shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the ‘Residential Areas and Density Categories’ definitions contained in Section 5 of this Plan:
 - i. SPA 45 Credit Valley is a new secondary plan area subject to the new housing and density categories of the Official Plan
 - ii. Low Density Category, maximum density if 30 units/net hectare or 12 units/net acre
 - Permitted housing types are single detached homes
- Section 4.2.1.3 – The City shall in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.
- Section 4.2.1.6 – 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.
- Section 4.2.2 – Upscale Executive Housing is low density form of housing characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. Upscale Executive Housing is planned to be located in various parts of the City in areas with attractive natural and man-made features.
- Section 4.2.2.7 – The eight Upscale Executive Housing Special Policy Areas are of a sufficient size to readily accommodate the allocated number of upscale executive housing units, and in some cases, these areas are significantly larger than the allocated unit count would require. In the latter circumstances, the City recognizes and expects that the size and configuration of the final Secondary Plan level Upscale Executive Housing areas may be reduced through the detailed study process and that these studies will determine how much and which portion of each area is appropriate for executive housing, and conversely, which areas should be excluded from the final executive housing area, provided that the achievable upscale executive housing yield for the particular area continues to match or exceed the specified allocation requirement.
- Section 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.
- Section 4.6.6.5 – For development applications, including redevelopment and intensification, with the Built Boundary, the City will seek opportunities to

manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.

- Section 4.6.6.10 – 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 4.6.6.28 – The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features:
 - (i) Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, in accordance with the policies of this plan;
 - (ii) Protection, enhancement and restoration of streams, ponds, marshes, valleylands and woodland habitats for both fish and wildlife,
 - (iii) Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
 - (iv) Protection of the quantity and quality of groundwater and surface water and their quality from contamination by domestic effluent and by activities associated with the development;
 - (v) The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-law and development agreements
 - (vi) The City shall seek the gratuitous dedication of watercourse and valley corridors and an adequate buffer and/or setback to the City or the Conservation Authority to ensure that these lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological quality of the natural features; and,
 - (vii) That the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate.
- Section 4.6.6.30 – Natural heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-Law as part of the specific development proposal.
- Section 4.6.7.4 – Through 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 conveyances of these corridors and buffers will not be considered as

contributing towards the parkland dedication requirements under the Planning Act.

- Section 4.6.7.10 – Vista blocks and window streets shall be strategically located to provide strategic views onto the valley and watercourse corridors providing a focus for neighbourhoods and access to valley lands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however, the City will be judicious in their use, which will be reviewed on a plan by plan basis.
- Section 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.
- Section 4.6.11.1 – Development and site alteration is not permitted within Provincially Significant ANSIs unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. Development and site alteration is generally not permitted within Regionally Significant ANSIs, unless it has been demonstrated that in the case of the Regional Life Science ANSIs, there will be no negative impacts on the natural features or ecological functions, and in the case of Regional Earth Science ANSIs, there will be no negative impacts on the scientific value of the feature.
- Section 4.6.13.7 – A minimum 10 metre buffer to define the limit of development will be required from all natural features.

As noted the subject property is identified as Upscale Executive Housing on Schedule A1 – Upscale Executive Housing Special Policy Areas, however as stated in Section 4.2.2.7, the size and configuration of Upscale Executive Housing Policy Areas may be reduced through the Secondary Plan process. The approved Credit Valley Secondary Plan removed the subject lands from the Executive Housing Policy Area, and furthermore, in order to meet the Growth Plan requirements a range of housing is more appropriate for this area, especially given that the property abuts a proposed Bus Rapid Transit area.

The subject proposal provides a range of housing that is required within the City. This type of development is compact and transit-supportive along Queen Street West, which is a major regional arterial road that makes efficient use of the existing and planned infrastructure. There are existing transit services within the area, and it is along the future BRT route for Queen Street. The subject proposal conforms to the Residential designation of the Official Plan.

The proposed development has been cohesively designed with the adjacent property owners and maintains the Tertiary Plan concept. The Tertiary Plan identified this property for a range of housing for example apartment, singles and townhomes and the proposed development generally conforms to this plan.

As mentioned the proposed development includes a range of housing that will aid the housing availability within Brampton. The density proposed for the subject development will consist of approximately 9 single detached dwellings and 56 townhouse dwellings at a density of 48.5 units per hectare. The high residential category will consist of 200 apartment units at a density of 273.9 units per hectare. This exceeds the maximum density permitted in section 4.2.1.2, but the increase is due to the increase in apartment units via the height proposed and therefore does not overdevelop the site, furthermore, the proposal generally meets the endorsed by Council Tertiary Plan, and the density is supported by the proximity to available public transportation and aids in achieving a complete community.

The subject applications meet the intent of Section 3.2.8.5, as the proposal contributes to the housing mix of the City of Brampton, adds to a complete community, is within proximity to future higher order transit, there is sufficient infrastructure available, the application respects the limits of development while providing enjoyment of natural heritage features, and appropriate height/massing is provided in order to ensure compatibility with adjacent land uses.

The proposal maintains and protects the natural heritage features, as the required 10 metres natural heritage buffer is provided and the natural heritage system blocks will be dedicated to the City through the Draft Plan of Subdivision in order to ensure any adverse effects are mitigated. Furthermore an Environmental Impact Study was submitted in support of the application that has been reviewed and accepted by both City and Conservation Authority staff.

The subject proposal meets the intent of the Official Plan.

Secondary Plan:

The Credit Valley Secondary Plan (Area 45) was adopted by Council on September 30th, 2002, and approved with modifications by the Ontario Municipal Board on January 14th, 2004. The subject properties are designated 'Special Policy Area 2, 'Low Density Residential 1' and 'Primary Valleyland' within the Credit Valley Secondary Plan (SPA 45).

The policies that are applicable to this application include but are not limited:

- Section 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. an interconnected system of open space and recreational areas;
 - iv. a range of recreational and community facilities that facilitate shared uses where practical;
 - v. integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;
 - vi. preservation of the area's built and cultural heritage resources, particularly the existing heritage buildings and the bow-string bridge across the Credit River;
 - vii. an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
 - viii. efficient transportation links.
- Section 5.2.1.1 – The various residential designations shown on Schedule SP45(a) are categories in which the predominate use of land is low density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.
- Section 5.2.1.3 - Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial uses.
- Section 5.2.4.1 – Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter.
- Section 5.2.4.2 – In areas designated Low Density 1 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter:
 - i) Primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
 - ii) Limited development of the following complementary uses shall also be permitted without an amendment to this Plan:
 - private education facilities;
 - libraries;

- day care centres;
- health centres; and
- public recreation facilities.

iii) A maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,

iv) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density 1 Residential designation lot frontage shall not be less than 11.6 metres (38 feet).

- Section 5.2.4.3 - Lots abutting or directly adjacent to the Executive Residential designation or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community
- Section 5.2.4.4 - On those lands within the Low Density 1 designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 19.5 units per net hectare (8 units per net acre) is maintained.
- Section 5.2.4.5 - For lands designated Low Density 1 Residential within the boundaries of Sub-area 5, a maximum density of 24 units per net hectare (9.7 units per net acre) shall be permitted.
- Section 5.2.6 – the lands designated Executive Residential and Low Density 1 shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:
 - i. Development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;
 - ii. Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
 - iii. Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,
 - iv. Provisions of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.
- Section 5.4.2.1 - Lands designated Valleyland on Schedule SP45(a) have been identified as having inherent environmental hazards including flood and erosion

susceptibility and contributing either in form and function as a Primary Valleyland, or in function as a Secondary Valleyland to the ecological integrity of the Credit River, Huttonville Creek, Springbrook Creek and 8b Subwatersheds.

- Section 5.4.2.2 - Lands designated Primary Valleyland on Schedule SP45(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan and generally in accordance with the recommendations of the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998). These natural corridors include the Huttonville Ravine Environmentally Sensitive Area identified on Schedule D of the Official Plan. The extent of the Primary Valleyland and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report.
- Section 6.2.1 - Land designated as Special Policy Area 2 on Schedule SP45(a) include the Rotary Club of Brampton Banquet Hall known municipally as 1857 Queen Street West and a commercial greenhouse operation known municipally as 1879 Queen Street West. These uses shall continue to be recognized for the life of the Secondary Plan.
- Section 6.2.2 - Special Policy Area 2 recognizes the long term development potential of these lands for urban uses in accordance with the Low Density 1 Residential designation of this Chapter. Due to various access and land use constraints, Special Policy Area 2 shall be developed as an integrated entity. No portion of Special Policy Area 2 shall be developed until an integrated tertiary plan for the entire area has been approved by Council and it has been determined, through the preparation of an Environmental Implementation Report, that the ecological function and natural heritage features are not adversely impacted.
- Section 6.2.4 - Development proposals for lands within and adjacent to Special Policy Area 2 shall have regard for the potential effects of outside lighting on the commercial greenhouse operation at 1879 Queen Street West. Conditions of development approval may be required to minimize the impact of spill over lighting on the commercial greenhouse operation.

As mentioned previously the Secondary Plan required a Tertiary Plan for this block and the adjacent property owners in order to ensure a cohesive development that does not negatively impact the ecological function and natural heritage features. Any of the proposed changes to the Tertiary Plan have to be coordinated with the adjacent property owners.

The subject property is designated as 'Low Density 1', as noted above, which permits residential dwelling types, including single detached, semi-detached and townhouse

units, at a maximum density of 19.5 units per hectare. The proposed additional unit types including apartment units results in a combined density of 127.5 units per hectare (exclusive of roads, parkland, SWM pond and NHS). However, it is noted that the medium density portion of the development is proposed to be 48.5 units per hectare and the high density portion (apartment) is proposed to be a density of 273.9 units per hectare. Staff is satisfied that the proposed density is appropriate considering the existing and proposed public transit along Queen Street, and that it makes efficient use of existing and proposed infrastructure and services. The proposed density is also further supported by the submitted studies, as well as achieving a complete community.

Given the above the proposed development is supported by a Secondary Plan Amendment, as attached to this report as Appendix 13.

Tertiary Plan:

The City of Brampton recently endorsed the Queen Street West Tertiary Plan. The Tertiary Plan designates the lands as;

- 'Medium Density Residential 1', which permits a maximum of 208 residential townhouses;
- Medium Density Residential 3' which permits 117 apartment residential units, to a maximum height of 6 storeys

As part of the proposed application, the applicant is requesting to amend the Council endorsed Tertiary Plan in order to recognize an increase in the height and unit count of the apartment block to 12 storeys and 200 units. Although this differs from the Council endorsed Tertiary Plan it is supported by the existing and planned public transit along Queen Street, which requires transit supportive densities. The proposed change to the Tertiary Plan still incorporates a cohesive plan with the adjacent property owners in order to ensure a comprehensive development of the area, while protecting the natural heritage features.

Therefore, staff is in support of the proposed revised Tertiary Plan as part of the Draft Official Plan Amendment Schedule B in Appendix 13.

City of Brampton Zoning By-law:

The property is zoned 'Agricultural' (A) and 'Recreation Commercial section – 560 (RC-560) by By-law 270-2004, as amended. This zone permits A Zoning By-law Amendment is required to permit the proposed development.

The recommended By-law permits the proposed range of housing types, and includes development standards such as building setbacks from the street, etc. to ensure there is adequate space for public realm elements such as tree planting. It should be noted that the apartment building will be required to go through site plan control, which will further refine elements, such as building materials.

Land Use:

The proposed amendment to the Official Plan and Zoning By-law allows for a range of housing that is compatible and mitigates any negative impacts on the natural heritage system, well also providing a housing density that encourages public transit usage. Furthermore, the proposed development has been contemplated and cohesively works with the adjacent properties.

Urban Design:

The Urban Design policies within the Official Plan require that development adhere to appropriate urban design principles in order to successfully integrate into the City's various nodes, corridors, neighbourhoods and districts. The proposed development adheres to a previously approved Community Design Guidelines and furthermore provided elements that work with the proposed development in order to ensure compatibility with the adjacent neighbourhood. As well as part of these applications an Urban Design Brief was approved.

Landscape design and building materials, as well as other elements for the apartment block will be further discussed within the site plan application.

Transportation:

An overall Traffic Impact Study was completed as part of the Tertiary Plan review.

A Traffic Impact Study was completed by BA Group in support of the application originally in November 2020 and then a response to comments was issued in August 2021. These documents were reviewed by Transportation Services staff and found to be satisfactory to support the proposed development.

Servicing:

A Functional Servicing report was completed by SKIRA & Associates Ltd. The City's and Region's Engineering staff have reviewed and approved the FSR. Should the application be approved, any detailed servicing and grading matters would be addressed through the site plan approval process and subdivision process.

Environmental Site Assessment:

A Phase One Environmental Site Assessment (ESA), 1879 Queen Street West, Brampton, Ontario prepared by Terraprobe Inc., dated December 9th, 2020 was submitted in support of the application. As a result of this study it was recognized that a Phase 2 ESA will be required, and this will be required as a condition of draft approval. If determined that, as a result of Phase Two ESA, the soil and groundwater on, in or

under the property do not meet the applicable site standards. Remediation and/or risk assessment will be required prior to filing a RSC for the property.

It should be noted that future minor variance applications will be required to address any “split-zoned” property to address the resulting compliance issues.

Tree Inventory and Preservation Plan:

Beacon Environmental Limited (Beacon) was retained to prepare a Tree Evaluation Report for the proposed development. This report outlines the health and well-being of the existing vegetation; what can be preserved and what should be removed. The assessment of the vegetation also provides information used by Open Space Development to determine the Cash-in-lieu requirements.

Geotechnical Investigation:

Terraprobe submitted a Geotechnical Investigation for the property, dated August 5th, 2020. Generally the geotechnical investigation report provides an analysis of the soil substrate to determine construction requirements for infrastructure such as roads, sewer and engineering fill requirements. Prior to registration of the Plan, or any phase thereof, the applicant will be required to submit the final version of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Archaeological Assessment:

A Stage 1 & 2 Archaeological Assessment for 1879 Queen Street West prepared by The Archaeologists Inc. on November 11, 2020. The reports contained a copy of the MHSTCI Acceptance letter for the Stage 1 & 2 Archaeological Assessment for 1879 Queen Street West, Part of Lot 5, Concession 4 West of Centre Road, (Geographic Township of Chinguacousy, County of Peel), City of Brampton, Regional Municipality of Peel. The report identifies that a Stage 1 & 2 study for the subject lands were conducted and was recommended that the lands are free of any further archaeological concerns. Heritage staff confirmed that the Archaeological Assessment requirement for the assessed lands has been satisfied.

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 proposed application has a Sustainability Score of 29, which achieves the City’s Bronze threshold. City staff will further verify the sustainability score during the site plan process. Attached in Appendix 15 is the Sustainability Snapshot.

Public Spaces:

There will be several interconnected publicly accessible spaces, including a neighbourhood park for the community and access to another adjoining park as part of the adjacent development. The buildings and streets surrounding public spaces will be designed to support their intended function.

Integration with Surrounding Neighbourhoods:

The development will be well integrated with the surrounding neighbourhood and developed in a cohesive manner with the adjacent developments. An effective transition from the higher density apartment building to the lower density of the adjacent neighbourhood will be provided.