

Detailed Planning Analysis

City File Number: OZS-2021-0044

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, the Brampton Official Plan, and the Credit Valley Secondary Plan (Sub Area 5 Block Plan) provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

The Planning Act:

The application is in compliance with matters of provincial interest as identified in the *Planning Act* R.S.O. 1990 in terms of the following:

Section 2(f) – the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

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

Section 2(h.1) – the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Section 2(i) – the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

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

Section 2(o) – the protection of public health and safety;

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.*

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

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) 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 PPS:

1.1.1 Healthy, Liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and,*
- i) preparing for the regional and local impacts of a changing climate.*

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

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation; 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.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:

- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
- b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

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 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5.1 Healthy, active communities should be promoted by:

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

1.7.1 Long-term economic prosperity should be supported by:

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

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; and

g) maximize vegetation within settlement areas, where feasible.

3.1.3 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

The subject lands are located within a 'Settlement Area' that is defined in provincial and municipal planning documents. The lands are designated as 'Residential' as per Schedule A (General Land Use Designation) and are located within the 'Communities' and 'Designated Greenfield' designation as shown on Schedule 1 (City Concept) within the City of Brampton Official Plan. The subject lands are also located adjacent to a 'Primary Transit Corridor' as identified in Schedule C (Transit Network).

The 'Residential' designation permits various residential dwelling types, ranging from single detached dwellings, townhouses and high rise apartments. The proposed development seeks to permit the development of 108 back-to-back and stacked townhouses with underground resident and visitor parking. The housing typology represents an appropriate transition in built form from the existing the single detached houses to the major arterial road, providing an opportunity for intensification and compact built form in accordance with Policy 1.1.3.4.

The proposed residential development also represents an efficient development pattern in the form of intensification that will utilize existing municipal services, community uses, and transportation infrastructure, such as public transit, in accordance with per Policy 1.1.3.2. The development will help contribute to an appropriate range and mix of housing options, required to meet the social, health, economic and well-being requirements of current and future residents, in accordance with Policy 1.4.3. Through the use of zoning controls and urban design guidelines, the built form character of the proposed development will integrate into the existing neighbourhood and enhance the character and design of the site itself.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the PPS.

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 proposed development demonstrates conformity to the following sections of the Growth Plan:

2.2.1 (2) Forecasted growth to the horizon of this Plan will be allocated based on the following:

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

- i. have a delineated built boundary*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities;*

2.2.1 (4) Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*

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

f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

g) integrate green infrastructure and appropriate low impact development.

2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;

c) encourage intensification generally throughout the delineated built up area;

d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and

f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

2.2.6 (3) To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.7.1 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.

2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

[]

The subject lands are located within the 'Built-up Area – Conceptual' on Schedule 2 – A Place to Grow Concept of the Growth Plan, which is planned to accommodate this type of growth. The site has access to an existing infrastructure including municipal water and wastewater systems, and is directly serviced by existing transit provided by Brampton Transit along Chinguacousy Road. Therefore, this proposed application satisfies section 2.2.1.2 c) of the Growth Plan.

Additionally, the scale of the development provides an appropriate transition of built form relative to a major arterial road, while providing a mix of housing which supports the creation of complete communities. This satisfies section 2.2.1 (a), (c) and (d), as well as 2.2.3 (a), (b), (c), (d), (e), and (f) of the Growth Plan.

The application also helps contribute to the achievement of complete communities, as per Section 2.2.1.4 of the Growth Plan, as it provides a diverse mix of housing options, to accommodate people at all stages of life, and to accommodate households of all sizes and incomes.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment is conform to the Growth Plan.

Region of Peel Official Plan (September 2021 Office Consolidation)

The Region of Peel Official Plan (ROP) 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. The ROP also contains Growth Management policies which implements the intensification policies of the Growth Plan, and provides a basis for efficiently managing growth.

The subject lands are located within the ‘Urban System’ and ‘Designated Greenfield Area’ on Schedule D and D4 of the ROP, respectively. The proposed Official Plan and Zoning By-law amendments implement by this proposal conforms to the following policies of the ROP:

5.3 The Urban System

5.3.1.2 To achieve sustainable development within the Urban System.

5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

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

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

5.3.1.6 To promote crime prevention and improvement in the quality of life.

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.

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

5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;*
- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

5.5 Growth Management

5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

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

5.5.3 Intensification

5.5.3.2 Facilitate and promote intensification.

5.5.4.1 Greenfield Density

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

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

5.5.4.1.4 To optimize the use of designated greenfield area.

5.5.4.1.6 To manage greenfield growth to support Peel's economy.

5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.

5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

5.5.4.2.7 Municipalities will direct where development in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan.

5.8 Housing

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

5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.

5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

5.8.2.6 Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

5.9 The Transportation System in Peel

5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

5.9.10.2.3 Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network.

5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.

The proposed Official Plan and Zoning By-law amendments will help achieve the objectives of the designated greenfield area policies within the ROP, as the proposed development will introduce new forms of housing, including higher densities and a compact built form that will help support walking, cycling, and transit use. Staff is satisfied that the proposed development will help transform an underutilized site and contribute to overall supply of housing and intensification within Brampton.

The proposed development would promote walkability as the site is situated at the corner of an intersection of a major arterial road with access to existing Brampton Transit service. Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendments will help contribute to achieving complete communities and conforms to the ROP.

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 Official Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Official Plan incorporates upper level planning policies of the PPS, the Growth Plan, and the ROP.

The subject lands are designated 'Residential' on Schedule A (General Land Use Designations) of the Official Plan and are located within the 'Communities' and 'Designated Greenfield Area' designation as shown on Schedule 1 (City Concept) of the Official Plan. The subject lands are also located adjacent to a 'Primary Transit Corridor' as identified on Schedule C (Transit Network).

The proposed Official Plan and Zoning By-law amendments to be implement this proposal conforms to the following policies of the Official Plan:

3.2 Sustainable City Structure

3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

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 Residential

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.

4.2.1.2 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 tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

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.

4.2.1.9 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.

4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) Variety of housing types and architectural styles;*
- (ii) Siting and building setbacks;*
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;*
- (vi) Incorporation of multiple unit dwellings and apartments; and,*
- (vii) Landscaping and fencing on private property.*

These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

4.2.7 Design

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.

4.5 Transportation

4.5.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

4.5.2.9 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.

4.5.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

4.7.2 Public Parkland

4.7.2.5 The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

4.11.2.1 Streetscapes

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

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

4.11.2.1.3 Roofscapes shall be designed to provide visual interest for the public streetscape.

4.11.2.6 Semi Public Open Space

4.11.2.6.1 The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage.

4.11.2.6.3 A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art.

4.11.2.6.4 These spaces should be linked physically and visually to the pedestrian network and other public spaces.

4.11.2.6.6 The developer should promote the active management and programming of these semi public spaces.

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.

The proposed development will contribute to the achievement of complete communities as the compact built form will help create a mix of housing forms for a range of household types and incomes. The development also represents an appropriate built form along an arterial road, with a pedestrian oriented focus, which is also in close proximity to existing Brampton Transit service.

Policy 3.2.8.6 of the Official Plan also states that that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a Floor Space Index (FSI) greater than 2.0. The development is proposing a density of approximately 148 units per net hectare and a proposed FSI of 1.5. Staff is satisfied that the proposal conforms to both Section 3.2.8.5 and Section 3.2.8.6 of the Official Plan.

The proposal will result in the development of a currently vacant and underutilized site that will utilize existing infrastructure, including public transit. Since the built form is oriented toward the street, this will create an attractive pedestrian environment and provide access to the existing transit services. Staff is satisfied that policies 3.2.8.1, 4.2.1.1, 4.2.1.2, and 4.2.1.3 of the Official Plan are satisfied.

Careful attention has been paid to the buildings design to ensure that it is of high architectural quality. The applicant has submitted an Urban Design Brief which details the design elements that will be incorporated to achieve a back-to-back stacked townhouse typology with outdoor amenity spaces. The proposed development provides an intensification opportunity that is compatible with the low rise character of the surrounding area. Appropriate setbacks and height restrictions are also being proposed to the satisfaction of the City. Policies 4.2.1.9, 4.11.4.1 and 4.11.4.2 are satisfied.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendments conforms to the general intent of City of Brampton Official Plan.

Brampton Credit Valley Secondary Plan (Area 45)

The Credit Valley Secondary Plan (Secondary Plan) provides an in-depth overview of the land uses patterns within the area and outlines the goals and objectives, and guides future development in the community. The goals of the Secondary Plan are as follows:

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;

4.2.3 Provide a residential community with a significant executive housing component that is compatible with, and will benefit from, the visual and environmental features of the natural landscape of the area;

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 use 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.*

The majority of the property is designated 'Place or Worship', and a small portion of the south-easterly corner of the site is designated 'Low Density Residential 2' in the Secondary Plan. As stated in Policy 5.5.3.1 (i), *lands designated as a 'Place of Worship' are held in for use or acquisition for worship purposes for a period of three years from the date of regulation of the subdivision plan.* The subdivision plan impacting the lands were registered in 2013. Further, policy (iv) states that *properties dual zoned for Place of Worship and Low Density Residential 2 purposes at the time of subdivision registration but if not acquired or used for such purposes within the 3 year reserve period, may be zoned to permit suitable alternate residential uses consistent with adjoining residential development without further amendment to this Chapter.* These policies permit residential uses within the lands and an amendment to the secondary plan is required to permit the additional density being proposed by the back-to-back and stacked townhouse built form. The townhouse typology will provide an appropriate mix and distribution of residential density, and offer a variety of housing types in the neighbourhood, as encouraged by Policy 4.2.4 and 4.3 of the Secondary Plan. Staff is satisfied that the proposal meets the general intent of the Secondary Plan.

An amendment to the Secondary Plan is required to facilitate the development of 108 back-to-back and stacked townhouses on the subject property. To facilitate this, the applicant is proposing to add a new 'Medium High Density Residential' designation to the Credit Valley Secondary Plan. The following wording is being proposed for the Medium High Density Residential:

"5.2.10 Medium High Density Residential

Lands designated Medium High Density Residential located on the south-west corner of Chinguacousy Road and Bonnie Braes Drive as shown on Schedule SP45(a) shall permit:

- i) a range of townhouse housing forms, including stacked townhouse and back-to-back townhouse structural types;*
- ii) a maximum density of 150 units per net residential hectare (61 units per net residential acre).*
- iii) A maximum floor space index of 1.5 FSI."*

The proposed development aligns with the goals and object of the plans in the form of back-to-back stacked townhouses as this would provide a wide range of housing mix types in the community. Since the townhouses would be oriented toward the street, this would promote active transportation, and transit use as an effective and enhanced means of multi-modal forms of travel.

The proposed development is located on a major arterial road that is designated as a '*Primary Transit Corridor*' in the Official Plan with close proximity to exiting community services and municipal infrastructure. The subject property is an appropriate site for gentle forms of intensification, such as back-to-back and stacked townhouses. Overall, the proposed development would align with objectives of the Secondary Plan Policies 4.3 (v), (vi), (xi), (xii), (xiii), (xiv), and (vx).

The proposed amendment is consistent with the intent of the Secondary Plan, and Staff is satisfied that the proposed development aligns with the general intent of the plan and the proposed amendments are consistent with the intention of the Secondary Plan.

The Credit Valley Secondary Plan's Block Plan Area No. 5

The Credit Valley Secondary Plan Block Plan Area No. 5 (Block Plan) implements the policies of the Official Plan and the Credit Valley Secondary Plan. Within the Block Plan, the subject lands are designated as '*Place of Worship*.' The proposed amendment to the Official Plan, specifically the Secondary Plan will delete the existing '*Place of Worship*' land use designation and add the '*Medium Density 3 Residential*' to the subject lands. Staff is satisfied that the proposed changes of the Official Plan Amendment in Appendix 12 aligns with the intention of Block Plan.

City of Brampton Zoning By-law

The subject lands are currently zoned '*Institutional One- Special Section 2105*' (I1-2105) and '*Institutional One - Special Section 2326*' (I1-2326), respectively.

In order to facilitate the proposed development consisting of 108 units of back-to-back and stacked townhouses, a Residential Apartment R4-A zoning designation is being proposed.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 13 of this report:

Built Form:

There are several regulations proposed to manage built form, including building height, lot coverage, and setbacks. These built form permissions are appropriate in the context of implementing the built form objectives and principles outlined in the applicant's approved Urban Design Brief and meet the requirements set out in the Residential Apartment (A4) designation.

Density:

Density is regulated by the Floor Space Index (ratio of the building area to the site area), as well as the number of permitted units. The proposed zoning calls for a maximum building height of 15 metres, a maximum lot coverage of 40% and maximum number of units of 110. The requested density permissions are appropriate in this context in implementing the objectives of the Growth Plan.

Technical Requirements:

Planning Justification Report

The planning Justification Report was prepared by Glen Schnarr & Associates Inc. to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the ROP, the Official Plan, and the Secondary Plan are satisfied in the proposed Official Plan and Zoning By-law Amendments.

Urban Design Brief

An Urban Design Brief was John G. Williams Architect in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives, built form principles as per the City's Urban Design Guidelines. The Brief develops a vision for the site that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly mixed use development that achieves diversity in residential housing.

The Urban Design Brief has been approved by Urban Design Staff.

Noise Feasibility Study (Acoustical Report)

A Noise Feasibility Study was prepared by HGC Engineering to determine noise impacts on the proposed development. The results of the study indicates that the residential development is feasible. The study also determined that road traffic from Chinguacousy Road and Bonnie Braes is the dominant source of noise affecting the proposed development, and that mitigation measures through the Ontario Building Code would provide sufficient acoustical insulation for a majority of the dwellings. Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Official Plan and Zoning By-law amendment.

Functional Servicing Stormwater Management Report

A Functional Servicing Report prepared by Skira & Associates Inc. was completed in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the subject lands. Based on the findings from the report, the proposed development can be fully serviced by existing infrastructure to the satisfaction of the Region of Peel and City of Brampton.

Environmental Site Assessment (ESA) Phase I & II

A Functional Servicing Report Phase I & II were prepared by Terraprobe Inc. and was completed to investigate soil conditions for the subject property. Findings of the report indicate that the environmental conditions of the subject lands meet the applicable Ministry site condition standards.

Archaeological Assessment

A Stage 1-2 Archaeological Report prepared by Amick Consultants Limited determined that no archaeological resources were encountered, and that no further archaeological assessment of the site is warranted.

Transportation Impact Study and Parking Study

A Transportation Impact Study prepared CF Crozier & Associates Inc. was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, parking, vehicle maneuverings and circulation. The study concluded that the traffic generated from the proposed development will not materially impact operations of the existing road network. The total vehicle parking satisfies the City of Zoning By-law parking requirement.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 35 points that satisfies the City's Bronze Threshold. The Sustainability Score Snapshot has been included in Appendix 11.