

**Detailed Planning Analysis  
OZS-2022-0018**

**Overview**

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

**Planning Act:**

The proposal was reviewed for its compliance to matters of provincial interest as identified in Section 2 the Planning Act R.S.O 1990. This proposal has regard for the following specific matters of provincial interest:

- a) The protection of ecological systems, including natural areas, features and functions;
- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- l) The protection of the financial and economic well-being of the Province and its municipalities;
- m) The co-ordination of planning activities of public bodies;
- 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 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.

Regard for these sections is reflected in the proposed Zoning By-law Amendment, the development proposal incorporates the following qualities:

- The proposal represents the orderly development as it will make efficient use of the land that is currently vacant on the northern portion of the subject property.
- The development includes a range of affordable units, consisting of 1, 2 and 3 bedrooms. There is a total of 200 rental apartment units, approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate.

- This proposal is within an appropriate location for growth and development.
- The Region of Peel and City of Brampton have provided notice that the proposed development can be adequately serviced with existing municipal water and wastewater.
- This proposal will provide future residents with access to existing transit routes and is designed to facilitate pedestrian movement.
- The proposed development will contain well-designed, high-quality, vibrant built form that encourages a sense of place.

### **Provincial Policy Statement (PPS):**

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

Section 1.1.1 – Healthy, liveable and safe communities are sustained by:

a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The proposed development promotes efficient development and land use patterns over the long term by providing affordable dwellings within a complete community containing infrastructure, services and amenities.

b. accommodating an appropriate affordable and market-based range and mix of residential types (including additional residential units, multi-unit housing, and affordable housing) to meet long-term needs;

This proposal will provide a total of 200 rental units comprised of 1, 2, and 3 bedroom units in an existing community. Approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate.

c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;

Environmental planning concerns have been mitigated and deemed satisfactory by the Toronto Region Conservation Authority (TRCA), Region of Peel and City of Brampton Environmental Planning Staff.

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;

The subject property is located within a Settlement Area and has been appropriately developed and integrated through an existing road network along Knightsbridge Road. The site is approximately 300 metres from Bramalea Terminal, providing residents with access to local and regional public transit.

g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The proposed development provides housing within an existing community with the necessary infrastructure and public services facilities to meet projected needs of residents.

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 25 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 25-year time horizon.

The proposed Zoning By-law amendment contemplates the intensification of the subject parcel from an existing vacant lot by constructing 200 rental units, helping the City achieve its projected housing goals.

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 service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and

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.

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.

The subject property contains two (2) existing 13-storey apartment buildings, the proposed twenty-storey residential building will be constructed on the northern portion of the site that is currently vacant. The development achieved a Bronze Sustainability Score, helping facilitate the

delivery of a complete community while mitigating adverse environmental impacts through its design and location.

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 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.

The proposed development meets the criteria of section 1.4.3, as approximately 41% of the 200 units will be rented below 60% of the City of Brampton's median market rental rate. The property is approximately 300 metres from the Bramalea Bus Terminal which has access to 21 local bus routes and three regional GO bus routes. Given the subject properties location within the City's Central Area it is within close proximity to public and catholic schools, daycares, parks, places of worship and the Bramalea City Centre.

Section 1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  - 1. municipal sewage services and municipal water services;

The Region of Peel and City of Brampton confirmed that the proposed development can be adequately serviced by existing municipal sewage and water servicing infrastructure without any adverse impact on existing service infrastructure.

Section 1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

The proposed 20-storey residential apartment building will be a rental tenure with 41% of the units being affordable and rented below 60% of the City's median market rental rate, providing a dynamic housing option for Brampton residents.

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

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area' of the Growth Plan. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. An assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

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 a 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 wastewater 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 higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public services facilities;

d) development will be directed to settlement areas, except where the policies of this plan permit otherwise;

This proposal will direct growth within an existing settlement area which is serviced by municipal water and sewage. Aspects of a complete community are incorporated through the subject property, such as the integration of existing pedestrian walkways to the new building. Active transit is encouraged through the provision of 120 bicycle parking spaces complimented by the sites access to the multi-use Chinguacousy trail.

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 additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

Constructing a 200 unit apartment building where approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental helps accommodate Brampton residents of varying ages, incomes and lifestyles seeking housing accommodations. Increasing the Floor Space Index (FSI) to 2.60 creates a compact built form that is accessible for pedestrians, automobile, public transit and active transit methods.

Section 2.2.2.1 - By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;

Section 2.2.4.2 - For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Section 2.2.4.3 - Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those

that are served by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Section 2.2.4.9 - Within all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The subject property is located within the Central Park/Bramalea Terminal Major Transit Station Area (MTSA). City of Brampton Policy Planning staff are developing a comprehensive policy and regulatory framework to guide growth for Brampton's MTSA's to 2051 and beyond. The proposed development meets the City's preliminary objectives for the MTSA area as it provides a range and mix of affordable housing dwellings that will attract a broad range of demographics to the area. Moreover, reduced parking requirements as proposed through the zoning by-law amendment incentives residents to use local and regional transit or active transit methods.

Section 2.2.6.1 - Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
  - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
- b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

Section 2.2.6.2 - Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- 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.

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.

Peel Housing Corporation will develop the subject property by introducing 200 rental residential apartment dwellings of varying unit sizes. A portion of the units will be rented below the City's

median rental rate, providing much needed affordable housing options while contributing to the minimum intensification targets as set out in A Place to Grow.

## **Regional Official Plan**

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” areas as established in Schedule D and designated “Built-up Area” in Schedule D4 of the Regional official Plan. The proposal was evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

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 5.3.1.2 – To achieve sustainable development within the Urban System.

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.

The proposed development contributes to a healthy, complete urban community. It provides a range of residential dwelling types that will be integrated into an existing community that contains public and catholic schools, a public park, local employment and retail services.

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.

The subject parcel contains pedestrian sidewalks throughout the property, encouraging pedestrian walkability amongst the three apartments and the area surrounding the site.

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.

Approximately 41% of the units will be rented below 60% of the City of Brampton’s median market rental rate, allowing seniors on a fixed income to live within their community.

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.

The subject parcel is located within the Urban System as delineated in Schedule D of the Region of Peel Official Plan and will be serviced with existing municipal services (sanitary and water).

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

Section 5.5.3.1.1 – To achieve compact and efficient urban forms.

Section 5.5.3.1.2 – To optimize the use of existing infrastructure and services.

Section 5.5.3.1.3 – To revitalize and/or enhance developed areas.

Section 5.5.3.1.4 – To intensify development on underutilized lands.

Section 5.5.3.2.2 - Facilitate and promote intensification.

Section 5.5.3.2.3 - Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.

Section 5.5.3.2.4 - Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.

Section 5.5.3.2.5 – Require that by 2026 and for each year until 2025, a minimum of 40 per cent of the Region's Residential development occurring annually will be within the built-up area. To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows: City of Brampton: 26, 500 units.

Section 5.8.2.3 - 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.

Section 5.8.2.4 - Assist public agencies at the federal, provincial, regional and area municipal levels in identifying and maintaining an inventory of available public lands and buildings suitable for housing for low and moderate income households in Peel Region.

Section 5.8.2.14 - Review and update, jointly with the area municipalities, annual minimum new housing unit targets as shown in Table 4 and Figure 17 of Appendix – List of Figures based on most recent Census of Canada results and other relevant sources.

**Table 4 – Annual Minimum New Housing Unit Targets in Peel**

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Peel	17%	3%	35%	45%

Section 5.8.3.1.1 - To increase the supply of affordable rental and affordable ownership housing.

The proposed 20-storey residential apartment building will be a rental tenure, 41% of the units being affordable and rented below 60% of the City's median market rental rate. This development will make a substantial contribution to the Region of Peel Annual Minimum New Housing Target for market rental units.

Section 5.8.3.2.2 - Work with the area municipalities to explore opportunities to coordinate the fast-tracking of planning approvals for affordable housing projects.

Section 5.8.3.2.3 - Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include: reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking.

City staff have reviewed and are generally satisfied with the proposed Zoning By-law amendment which puts forth a number of site specific zoning standards to permit the twenty-storey structure, such as: increased height, increased FSI and reduced interior and rear yard setbacks. Please see Appendix 13 - Zoning By-law Amendment, for detailed site specific zoning standards.

### **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 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 "Central Area" in Schedule A of the City of Brampton Official Plan. The proposed development conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.1.1 - The Urban Growth Centre as shown on Schedule "1A" will be planned to achieve a minimum gross density target of 200 residents and jobs combined per hectare by 2031.

Section 4.1.2 - The Central Area, including the Urban Growth Centre, as designated on Schedules "1" and "A", serves as the major location for free-standing or mixed-use development including:

- (i) A full range of office, retail and service activities;
- (ii) A variety of residential uses;
- (iii) Entertainment and cultural uses such as movie theatres, museums,

- (iv) art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City;
- (v) Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;
- (vi) A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,
- (vii) Major transit infrastructure.

The proposed development will provide 200 apartment dwellings consisting of 1, 2 and 3 bedroom units. Approximately 41% of the units will be rented below 60% of the City of Brampton's median market rental rate, 21% of the will be barrier-free. The subject property contains outdoor amenity areas for residents which are accessed by pedestrian walkways throughout the site. 120 bicycle parking spaces are located on property to encourage the use of active transportation. 10 Knightsbridge Road is within walking distance to the Bramalea City Centre Mall, providing a wide range of retail, jobs and services for local residents.

Section 4.1.7 - Council may from time to time, as it deems appropriate, establish Community Improvement Programs, planning policies, development standards or financial assistance programs to stimulate or support development within portions of the Central Area in recognition of:

- The relative higher costs of development within the Central Area due to factors such as lot size constraints and site rehabilitation requirements;
- Existing facilities such as parks, recreation and cultural facilities, public parking facilities and public transit which constitute significant resources capable of supporting additional development.

Section 4.1.8 - Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following:

- Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;
- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;

Section 4.2 (v) - Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;

The subject property is located within the Central Park/Bramalea Terminal Major Transit Station Area (MTSA). The goal of the MSA framework is to develop complete communities through a compact built form and mix of land uses that are walkable and transit supportive. The addition of a third apartment building containing 200 rental units will provide a variety of apartment sizes to attract a broad range of demographics to help the City and Region meet their density targets for the area. Moreover, the strategic approach to parking management on the site through the inclusion of 0.19 parking spaces per residential units and 0.20 visitor spaces per unit, incentivizes residents to explore the use of public transit and active transit methods.

(vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.

Section 4.2.1.12 - The City shall encourage the maintenance of a minimum rental vacancy rate of two percent (2%). To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means.

Section 4.2.1.4 - 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.

The proposed development contemplates an additional 200 units, 41% of the units will be affordable and rented below 60% of the City of Brampton's median market rental rate, contributing to the City's affordable housing objectives by providing housing options attainable for varying household incomes.

Section 4.2.5.2 - The City shall encourage a balanced distribution of affordable housing, including non-profit or assisted housing, within the City. To this end, the City may prioritize applications for affordable housing in areas where little or no such housing exists or otherwise attempt to influence the location of affordable housing in such areas through appropriate means.

The City of Brampton leadership team worked closely with Peel Housing through the 'Concierge Program' to advance the affordable housing development project. The submission and approval of a Site Plan application is required prior to building permit issuance.

Section 4.2.5.5 - The City shall give consideration to alternative development standards to facilitate housing affordability objectives in accordance with the principles of sustainability.

The Draft Zoning By-law proposes alternative development standards to permit the proposed development, which include but are not limited to: a maximum of 450 units, a maximum building height of 20 storeys, minimum lot area of 35 square metres per dwelling unit, new maximum FSI of 2.60 and reduced interior and rear yard setbacks. Please see Appendix 13 – Zoning By-law, for a comprehensive list of proposed zoning performance standards.

The proposed development conforms to the intent of this plan, an Official Plan amendment is not required to permit the proposed development.

### **Queen Street Corridor Secondary Plan – Area 36**

The subject property is located within the Queen Street Corridor Secondary Plan (SPA36), which provides the detailed planning policies for the lands straddling Queen Street between Bramalea Road and Etobicoke Creek, within the area known as the Queen Street Corridor Secondary Plan. The subject property is sub-designated "High Density" in Schedule A of SPA36, the proposed development generally conforms to the intent of the Secondary plan, this includes:

Section 5.3.1 - In general, the residential designations are intended to recognize areas already developed for a variety of housing types, including the low density neighbourhood between the Etobicoke Creek and Kennedy Road and the high density residential community surrounding the perimeter of the Bramalea Centre. Areas suitable for residential intensification have been

identified in the area adjacent to Peel Memorial Hospital. The lands west of Norton Place Park have been identified as a potential location for high density residential uses.

Section 5.3.1.1 - Specific densities shall be determined through the development approvals process in accordance with the policies of this Plan. Increases beyond the permitted densities of this Plan shall require a site specific rezoning application containing supporting rationale and documentation.

Section 5.3.5.1 - Lands designated High Density on Schedule SP36(A) shall permit a density of 247 units per net residential hectare (100 units per net residential acre).

The proposed development of 200 units combined with the existing 250 units will result in a floor space index (FSI) of 2.60 and an approximate density of 280 units per net hectare. Secondary Plan policy 5.3.1.1 permits density increases beyond the 247 units per net residential hectare identified in Section 5.3.5 'High Density', subject to there being a site specific rezoning application containing supporting rationale and documentation. A site specific Zoning By-law amendment (Appendix 13) accompanied by the required plans and studies have been submitted to permit increases beyond the permitted densities of the Secondary Plan.

Section 5.3.6.1 - Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households.

The twenty-storey apartment structure includes a range of unit sizes varying from 1- 3 bedrooms, providing a viable option for single occupants or families at differing income levels to secure rental housing in the City of Brampton.

An amendment to the Secondary Plan is not required to permit the proposed development.

### **Zoning By-law**

The subject property is zoned "Residential Apartment A (3) – Section 485" as per By-law 270-2004, which permits an apartment dwelling with site specific provisions to accommodate the two existing thirteen-storey apartment dwellings. The proposed Zoning By-law is required to implement site specific standards to permit the proposed twenty-storey, 200 unit development. The table below provides a high level comparison of the existing and proposed zoning By-law performance standards.

Performance Standard	Existing Zoning Standard	Proposed Zoning Standard
Maximum dwelling units	250	450
Minimum interior side yard	15 metres	6 metres
Minimum rear yard depth	15 metres	8 metres  Maximum encroachment of structural support columns is 2.2 metres into the required rear yard.
Minimum distance between buildings	22 metres	20 metres
Maximum building height	13 storeys	20 storeys

Minimum lot area per dwelling unit	64 square metres	35 square metres
Minimum landscaped open space	55%	45%
Maximum Floor Space Index	1.5	2.60
Parking	A minimum of 1.4 parking spaces shall be provided for each dwelling unit of which a minimum of 0.25 spaces per dwelling unit shall be surface visitor parking spaces.	Maximum of 26% of the total parking may be provided at grade within a surface parking lot.

The Queen Street Corridor Secondary Plan (SPA36) section 5.3.1.1, permits increases beyond the permitted densities of the plan subject to there being a site specific rezoning application containing supporting rationale and documentation. The implementing zoning by-law proposes a new maximum height of 20-storeys, a maximum of 450 dwellings and new floor space index (FSI) of 2.60.

The subject property is located within the Central Park/Bramalea Terminal Major Transit Station Area (MTSA), the increased density proposed through the development will aid the Region and City in meeting the resident/job density targets as set out in their respective Official Plans and Provincial plans. A preliminary objective of the MTSA is to provide a strategic approach to parking management that incentivizes transit use and active transportation. City of Brampton zoning Bylaw 45-2021 states there shall be no minimum required parking for any use within the boundaries of schedule B-7 and visitor parking will be provided at a rate of 0.20 spaces per dwelling unit. The implementing by-law includes provisions that reflect MTSA objectives and Zoning By-law 45-2021 standards by providing visitor parking at a rate of 0.20 spaces per unit and a resident parking rate of 0.19 spaces per unit. A draft Zoning By-law amendment has been submitted (Appendix 13) by the applicant to delete and replace the existing Special Section 485 By-law to permit the proposed development.

### **Technical Studies**

The following technical requirements have been satisfied:

### **Planning Justification Report**

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan (SP36) are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

## **Functional Servicing Report**

The applicant prepared a Functional Servicing Report in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing. The Functional Servicing Report conclude that the proposed development can be serviced utilizing the existing and proposed infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage, and stormwater management. The Functional Servicing Report was approved August 11, 2022.

## **Traffic Impact Study**

A Traffic Impact Study (TIS) submitted by the applicant to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The TIS was approved by City of Brampton Traffic Staff on October 26th, 2022.

## **Archaeological Assessment**

The applicant submitted a stage 1 Archaeological Assessment of the subject property. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

## **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 41 points that satisfies the City's Bronze threshold. Planning staff have evaluated the score and summary sheets, and have found it satisfactory.