

Date: 2023-01-13

Subject: OZS-2021-0043

Secondary Title: Recommendation Report

Application to Amend the Official Plan and Zoning By-law
(*To permit the development of a 7-storey residential building with 56 dwelling units*)

**Crown-Jewel Corporation c/o HBNG Holborn Group – Malone
Given Parsons Ltd.**

80 Bramalea Road

Ward: 7

Contact: Emma De Melo, Development Planner, Planning, Building and Growth Management, 905-874-3847, emma.demelo@brampton.ca; and
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Report Number: Planning, Bld & Growth Mgt-2023-059

Recommendations:

1. **THAT** the report titled **Recommendation Report**, Application to Amend the Official Plan and Zoning By-law, Crown-Jewel Corporation c/o HBNG Holborn Group – Malone Given Parsons Ltd. – 80 Bramalea Road, Ward 7 (City File: OZS-2021-0043), to the Planning and Development Committee Meeting of February 13, 2023, be received; and
2. **THAT** the application to amend the Official Plan and Zoning By-law submitted by Crown-Jewel Corporation c/o HBNG Holborn Group be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for reasons set out in this Recommendation Report; and
3. **THAT** the amendment to the Zoning By-law generally in accordance with the attached Appendix 11 to this report be adopted.

4. **THAT** the amendments to the Official Plan, generally in accordance with Appendix 12 of this report, be adopted.
5. **THAT** no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendment pursuant to Section 22 and Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- **The purpose of the application is to facilitate an Official Plan and Zoning By-law amendment to permit the development of a 7-storey residential building with 56 dwelling units and two levels of underground parking.**
- **The subject property is designated “Residential” in Schedule A of the City of Brampton Official Plan. The residential designation permits predominantly residential land uses including a full range of dwelling types ranging from single-detached houses to high-rise apartments. An amendment to the Official Plan is not required.**
- **The subject property is sub-designated “Low Density 1 Residential” in the Bramalea Secondary Plan (SPA3). The “Low Density 1 Residential” designation permits single-detached and semi-detached dwelling units. An amendment to the Secondary Plan is required to permit the proposed development.**
- **The subject property is zoned “Residential Semi- Detached A (1) (R2A (1))”. An amendment to the Zoning By-law is required to permit the proposed development. The draft Zoning By-law attached as Appendix 11 will implement the proposed site-specific standards to permit an increased density on the lands following enactment.**
- **A Statutory Public Meeting for this application was held on December 6th, 2021. One member of the public spoke at the meeting and eight (8) written submission were received. Details of the results of the Public Meeting are included in Appendix 9 of this report.**
- **The proposed development is consistent with the “A City of Opportunities” theme. The proposal is consistent with the direction of building complete communities to accommodate growth, as well as revitalizing neighbourhoods.**

Background:

Malone Given Parsons Ltd. submitted an application to amend the Official Plan and Zoning By-law on behalf of Crown-Jewel Corporation c/o HBNG Holborn Group. This application has been reviewed for completeness and found to be complete in accordance with The Planning Act. A formal Notice of Complete Application was provided to the applicant on September 29th, 2021. The Statutory Public Meeting for the application was held at the December 6th, 2021 Planning and Development Committee Meeting. Since the time of the receipt of application and the public meeting the applicant has submitted two additional submission packages to refine the technical details associated with the proposal.

Current Situation:

Proposal (refer to Appendix 1):

This application to amend the Official Plan and Zoning By-law has been filed with the City to develop a 0.19 hectare site with a 7-storey residential rental building. The subject property is located on the southwest corner of Bramalea Road and Avondale Boulevard, and is municipally addressed as 80 Bramalea Road.

Details of the proposal are as follows:

- A height of 7 storeys (approximately 31.45 metres);
- A total of 56 rental dwelling units, ranging from studio to three-bedrooms;
- A Gross Floor Area (GFA) of 5,174.46m² (55,698ft²);
- A Floor Space Index (FSI, being the ratio of building area to site area) of 3.3;
- A total of 46 on-site parking spaces within two levels of below grade parking;
- Lot coverage: 73.7%;
- Landscaped Open Space: 24.6%;
- Outdoor amenity: 3.2m²/unit;
- Indoor amenity: 1.0m²/unit;
- One vehicular access point from Avondale Boulevard.

Property Description and Surrounding Land Use (Refer to Appendix 2):

The lands have the following characteristics:

- Has a total site area of approximately 0.19 hectares (0.46 acres);
- Has an approximate frontage of 33 metres on Bramalea Road and 51.4 metres on Avondale Boulevard;
- There is an existing single-detached low-rise dwelling on the subject property that is proposed to be demolished.

The surrounding land uses are described as follows:

- North: Existing single-detached residential homes;
- South: High-rise residential condominium tower and commercial/industrial uses;
- East: A mix of industrial and commercial uses; and
- West: Existing single-detached residential and commercial uses.

Summary of Recommendations:

This report recommends that Council approve the proposed amendment to the Official Plan and Zoning By-law attached to this report as Appendix 11 and Appendix 12. The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan.

Planning Analysis Summary:

The proposed Official Plan and Zoning By-law Amendment are consistent with the Provincial Policy Statement (2020), as well as the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan. The application proposes an infill development in an area suited for residential intensification, as it is located along a Primary Intensification Corridor and adjacent to the Bramalea GO Major Transit Station Area, and within 800 metres of the Bramalea GO Station.

The proposed Official Plan and Zoning By-law Amendment with the changes recommended by Staff represent good planning.

Matters of Provincial Interest

Planning Act:

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act.

The proposed residential uses are appropriate given the surrounding land uses are predominately residential. The proposed development adequately provides and efficiently uses existing infrastructure for transportation, sewage and water services. The proposed residential development promotes built form that is well designed and appropriate relative to the site's location in close proximity to both high density and low density residential uses. The proposal is strategically located in an area well-suited to intensification in accordance with S. 2 (p) of the Planning Act. Staff is satisfied that the proposed

development is consistent with the matters of provincial interest as set out in the Planning Act.

Provincial Policy Statement (PPS):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with the PPS as the proposed development helps to achieve complete communities and efficiently uses existing infrastructure. The subject property is located within a settlement area and is therefore appropriately suited for redevelopment. The proposal results in intensification, and transit-supportive development to achieve cost-effective development patterns, and optimization of transit investments. Additionally, the proposed development will increase the supply of residential rental dwelling units, and proposes a mix of unit sizes to meet the needs of current and future residents. The proposed development helps to achieve transit-supportive densities and compact built form, which ultimately helps to relieve reliance on single-occupancy vehicles, thus promoting a reduction in greenhouse gas emissions.

Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people’s needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject application conforms to the applicable policies as outlined in the Growth Plan for the Greater Golden Horseshoe with respect to directing development to a settlement area within the built boundary, and supporting the supply of a mix of housing units for people and families at varying stages of life. The proposed development will contribute to a compact built form within close proximity to higher order transit services and active transportation networks to support the achievement of complete communities.

The recommendations conform to the applicable sections of the Growth Plan.

Municipal Planning Documents

Region of Peel Official Plan:

The Regional 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 lands are located within the “Urban System” designation in the Regional Official Plan and conform to the related policies with respect to achieving intensification and compact built form in appropriate areas that efficiently use land and existing infrastructure. The built form of the proposed development has regard for the existing community within the Bramalea Secondary Plan area, and provides additional living opportunities in close proximity to higher order transit services.

City of Brampton Official Plan:

The City’s Official Plan and associated Secondary Plans are intended to guide development and infrastructure decisions on issues related to land use, built form, transportation and the environment. The intent of the Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet current and future needs of residents.

The property is designated as ‘Residential’ on Schedule A of the Official Plan. The property is also located along a ‘Primary Intensification Corridor’ on Schedule 1 City Concept. Primary Intensification Corridors are higher order transit corridors linking major destinations within and beyond the City, and are planned to accommodate intensive development at higher densities supported by the City’s highest level of transit service. The subject property is located in close proximity to higher order transit services, such as the Bramalea Go Station, which is located within 800 metres of the subject property.

Furthermore, the interior sideyard lot line borders the Bramalea GO Major Transit Station Area designation. The site is also located in a Gateway Mobility Hub, as identified in Schedule 1 City Concept. Gateway Mobility Hubs are areas well suited for residential intensification due to their strategic location in areas close to existing or planned frequent rapid transit service. Gateway Mobility Hubs are planned to accommodate a higher density of residential, commercial, institutional, and employment development, and are planned to accommodate 100 to 150 people and jobs per hectare (S. 3.2.5.1.1), within buildings 3-25 storeys in height (S. 3.2.5.1.2). The proposed development will also help the City achieve a rental housing vacancy rate of two percent (2%) in accordance with S. 4.2.1.12 of the Official Plan.

The proposed development will result in transit-supportive intensification in an area planned for higher densities, and will contribute to the achievement of density targets in an area identified as a Gateway Mobility Hub. Staff is satisfied that the proposed development will help achieve the goals and objectives of the Official Plan.

Bramalea Secondary Plan (SPA 3):

The subject property is located in the Bramalea Secondary Plan – Area 3. Within this plan the property located at 80 Bramalea Road is designated ‘Low Density 1 Residential’. The ‘Low Density 1 Residential’ designation permits single-detached and semi-detached dwelling units. The applicant is proposing to amend the Secondary Plan to re-designate

the site as ‘High Density Residential’ to permit a rental apartment building. The proposed increase in density and height is supported by Provincial Policy, since the site is located along a Primary Intensification Corridor, with access to the City’s highest level of transit service.

Staff is satisfied the proposed Secondary Plan Amendment conforms to the Official Plan and represents good planning.

City of Brampton Zoning By-law:

The subject property is zoned ‘Residential Semi-Detached A(1) (R2A(1))’ by By-law 270-2004, as amended. This report recommends rezoning the subject lands to ‘Residential Apartment A – Section 3683 (R4A-3683)’.

Staff is satisfied with the recommended Zoning provisions for the development of the lands.

Community Engagement:

The application was circulated to City Departments, community agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. The correspondence received from residents and commenting agencies are included as Appendix 9 – Results of Public Meeting. Notice signs were placed on the subject lands to advise members of the public that the application to amend the Official Plan and Zoning By-law was filed with the City.

A Statutory Public Meeting for this application was held on December 6, 2021. One member of the public spoke at the meeting and eight (8) pieces of written correspondence was received. Details of the results of the Public Meeting are included in Appendix 9 of this report. A summary chart is included below:

Concern Raised at Public Meeting	Staff Response
Concern regarding undersupply of parking spaces	<p>A preliminary parking rate of 0.60 spaces per dwelling unit, and 0.20 visitor spaces per dwelling unit is proposed for the site, subject to justification in a Parking Justification Letter.</p> <p>City Staff find this parking rate acceptable due to the location of the subject property along Bramalea Road, which is a ‘Primary Transit Corridor’ serviced by high frequency transit routes, and due to the site’s close proximity to the Bramalea GO Station.</p>
Concern regarding adequate capacity of site servicing and stormwater management	The existing water, wastewater and storm water infrastructure on Avondale Boulevard is capable of supporting the proposed development, as confirmed by the Region of Peel and City Engineering.

	<p>The Functional Servicing Report includes a Stormwater Management Plan to ensure the site meets the City’s stormwater management design standards. The proposed development will connect to the 1650mm dia. storm sewer on Bramalea Road, and the design of the site adheres to the City’s stormwater management design standards to ensure the development will not have an adverse effect on downstream receiving storm sewers.</p>
<p>Concern regarding housing affordability and support for family housing</p>	<p>The proposed residential development will include a range of housing units, from studio to three-bedrooms to attract varying household types and income levels. The proposed development will provide an increased supply of more diverse housing options and will also help to increase the supply of rental units in the City and support the achievement of a healthy rental vacancy rate.</p>
<p>Concern regarding increased traffic congestion</p>	<p>A Traffic Impact Study was prepared by Poulos Chung, dated December 2022, to assess the potential impact of traffic generated from the proposed development of the subject lands for 56 residential units.</p> <p>The Traffic Impact Study has been reviewed by City Staff, and it was concluded the study supports the proposed development.</p>
<p>Concern regarding natural heritage and sustainability</p>	<p>An Arborist Report was submitted in support of this application. The recommendations of the report will be implemented during Site Plan Approval.</p> <p>The applicant has submitted a Sustainability Assessment with their proposal which has achieved a final sustainability score of 39 points. This meets the minimum ‘Bronze’ level. The sustainability assessment will be further reviewed and verified at the site plan stage to ensure the City’s minimum requirements are met.</p>
<p>Concern regarding building height, built form and compatibility with existing neighbourhood</p>	<p>The proposed development incorporates step-backs, and a terraced design to provide a gradual transition in height from low-density residential uses on Avondale Road to the west and north of the subject property, and provides a gradual transition in height to higher density residential uses to the south. A 45 degree angular plane from the rear property line, measured no higher than 6.5 metres above the property line, defines the built form and terrace design of the proposed building.</p> <p>An Urban Design Brief has been reviewed by City Staff to review various aspects of built form and architectural design, and to analyze impacts of shadowing from the proposed development. City Staff are</p>

Corporate Implications:

Financial Implications:

There are no financial implications associated with this application. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities:

This application to amend the Zoning By-law is consistent with the “A City of Opportunities” theme. The proposal will result in intensification of a piece of land in an established neighbourhood and will add to the diversity of housing options that are offered in Brampton. It will be consistent with the planned function as defined in the Official Plan, provide access to a transit supportive development, and is an example of efficient use of land and resources within a built-up area.

Conclusion:

The Development Services Department undertook a circulation of the application to ensure that technical and financial matters have been satisfactorily addressed.

Staff is satisfied that the proposed Official Plan and Zoning By-law amendment represents good planning, including that it is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2020) and the Peel Region Official Plan. Further, the application is consistent with the principles and overall policy direction of the Brampton Official Plan.

This report recommends that Council enact the Official Plan and Zoning By-law Amendments attached hereto as Appendix 11 and Appendix 12 respectively. The Official Plan and Zoning Amendment are appropriate considering the following:

- The standards regulating built form in the zoning by-law amendment will ensure the development is implemented as proposed, with further details relating to site design to be addressed at the site plan stage of development;
- The step-backed design of the apartment dwelling, along with the shadow study, ensures the built form of the proposed development transitions with existing low density residential development along Avondale Boulevard;
- The proposed parking rate is provided in accordance with growing trends to support transit ridership and active transportation networks on intensification corridors, subject to review of the Parking Justification Letter prior to the enactment of the zoning by-law;
- The proposed development represents an efficient use of land and resources and the density is appropriate for the area;

- The application is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe as well as the City and Region's Official Plans;
- The proposed residential uses will contribute to the supply of rental housing in the City.

In summary, the application is appropriate for the orderly development of the lands and represents good planning.

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Attachments:

- Appendix 1: Concept Plan
- Appendix 1A: Building Rendering
- Appendix 2: Location Map
- Appendix 3: Official Plan Designation
- Appendix 4: Secondary Plan Designation
- Appendix 5: Zoning Designation
- Appendix 6: Aerial & Existing Land use
- Appendix 7: Heritage Resources
- Appendix 8: Detailed Planning Analysis
- Appendix 9: Results of Public Meeting
- Appendix 10: Results of Application Circulation (External)
- Appendix 11: Zoning By-law Amendment
- Appendix 12: Official Plan Amendment

Appendix 13: Sustainability Snapshot