

**Detailed Planning Analysis**

**City File Number: OZS-2021-0011**

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, and the Flowertown Secondary Plan (Area 6) provide direction and policies that encourage efficient and sustainable development through redevelopment, the use of existing infrastructure to provide an appropriate mix of housing types and land uses, encouragement of the development of a transit-oriented community that promotes environmental sustainability, and superior community design. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

**Planning Act R.S.O 1990 and Provincial Policy Statement (2020)**

The Planning Act provides guiding principles that are further reinforced in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. This application is in compliance with matters of provincial interest as identified in Section 2 of the Planning Act R.S.O 1990 in terms of the following:

- 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;*
- p) The appropriate location of growth and development;*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and*
- r) The promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development has regard to for matters of provincial interest that are set out in the Planning Act and represents orderly development in a location that is suitable for growth and development.

The proposed development makes efficient use of existing transportation and sewage systems. The proposed development is located within walking distance of Zum Bus and GO Transit services along Queen Street allowing future residents of the development to utilize existing transit services as an alternative to private vehicles. Furthermore, the proposed development will use existing municipal water and wastewater services.

The proposal also optimizes the site to facilitate development of safe and healthy communities while also providing a variety of housing to future residents. A range of studio, one-, two-, and three-bedroom units are provided which offer a variety of choices and affordability.

Furthermore, the proposal is oriented to pedestrians and encourages a sense of place through the provision of outdoor amenity landscaped green space that connect to sidewalks along Church Street East and Beech Street.

## **Provincial Policy Statement (PPS) (2020)**

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The site is within a Settlement Area as defined by the PPS. The PPS policies that are applicable to this application are as follows:

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, multiunit housing, affordable housing and affordable 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;
- e) promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.

1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

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;
- f) are transit-supportive, where transit is planned, exists or may be developed.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

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
- 0. 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; and
- e) requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.

#### 1.6.7 Transportation Systems

- 1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.7.1 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.

#### Provincial Policy Statement Analysis

The subject site is located within a defined settlement area, specifically located within a “Communities” in the City of Brampton Official Plan, Schedule 1, City Concept Map.

The proposed application promotes healthy, liveable and safe communities. It optimizes the existing site, which is vacant, to take advantage of existing infrastructure (including water and sanitary servicing) to provide a residential development that has been designed to accommodate a range of household sizes and income levels. This is consistent with Policies 1.1.1(a) to (g), 1.1.2 to 1.1.3.3, 1.1.3.4, 1.4.1 and 1.4.3.

Further to Policies 1.5.1, 1.6.7.2 and 1.6.7.4, the proposed development uses the existing and future transit improvements to encourage use of transit, which is also a transportation demand management strategy to decrease dependence on vehicles. Existing transit in the area provides connections to Brampton GO Station and regional connectivity.

With regard to Policy 1.8.1, the proposal supports energy conservation and efficiency, improved air quality and reduced greenhouse gas emissions by maintaining compact built form that is supported by connections to active transportation and transit supportive. Staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

The Growth Plan for the Greater Golden Horseshoe provides a framework for building complete communities and direction on accommodating and forecasting growth in these communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

The subject lands are located within the "Built-up Area" as defined by the 2020 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure its conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on 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;
    - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
    - iv. areas with existing or planned public service facilities;
  - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
  - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
  - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
  - c) provide a diverse range and mix of housing options, including second 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.
- e) provide for a more compact built form and a vibrant public realm, including public open spaces.

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.

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;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 second units and affordable housing to meet projected needs of current and future residents;

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.
- 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.

*Places to Grow: Growth Plan for the Greater Golden Horseshoe Plan Analysis*

Further to Policy 2.2.1.2, the proposal is located within a settlement area that has existing water and sanitary sewer systems as well as in an area with planned transit. Currently, Brampton transit operates Zum bus service along Queen Street with stops at Centre Street and Kennedy Road.

As per Policy 2.2.1.4c and 2.2.6.1a.i, the proposal provides a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. The proposal also provides convenient access to a range of transportation options including options for use of active transportation by connecting to existing sidewalks, offering bicycle parking, and providing connections from the site to the bus stop along Centre Street and Kennedy Road (Policy 2.2.1.4d). The proposed application includes compact residential built form that optimizes the use of the land to encourage active transportation use, as well as provides different levels of affordability (Policy 2.2.1.4e).

The proposal supports the achievement of complete communities through the provision of a range of studio and one-to-three-bedroom units which contributes to the overall housing stock in the Flowertown Community, as well as within the City (Policy 2.2.6.2). The range of units provided is also consistent with Policy 2.2.6.3.

Staff is satisfied that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

**Region of Peel Official Plan (April 2022)**

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 designated “Urban System” in Schedule E-1 (Regional Structure); “Urban System” located within a Primary / Secondary Major Transit Station Area and Local Intensification Corridor in Schedule

E-2, Strategic Growth Areas; and “Built-up Area” in Schedule E-3, Growth Plan Policy Areas in Peel.

The applicable sections of the Regional Official Plan for this development application include:

### 4.3 Population and Employment Forecasts

4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>960,000</b>	<b>2,280,000</b>	<b>730,000</b>	<b>1,070,000</b>

**Notes:**

- 1) <sup>1</sup> Population figures include a Census undercount of 3.3%.
- 2) Figures rounded to the nearest 5,000.

Table 3 – Population, Household, and Employment Forecasts for Peel

### 5.4 Growth Management

#### Objectives

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.6 To optimize the use of the existing and planned infrastructure and services. 5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development.

5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

#### Policies

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and



have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.11 Direct a significant portion of new growth to the *Delineated Built-up Areas* of the community through intensification.

#### **5.4.18 Intensification**

##### Objectives

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.4 To intensify development on underutilized lands.

5.4.18.4 To reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian friendly urban environments.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighborhoods.

#### **5.6 Urban System Objectives**

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

##### Policies

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal Official Plan.

#### **5.6.27 Strategic Growth Areas**

5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

#### **5.9 Housing**

##### 5.9.1 Objectives

5.9.1 To promote the development of compact, complete communities by supporting intensification and high-density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community by their choice.

##### Policies

## Housing Options and Targets

Table 4 – Peel Wide New Housing Unit Targets

<b>Target Area</b>	<b>Targets</b>
<b>Affordability</b>	That 30% of all new housing units are <i>affordable housing</i> , of which 50% of all <i>affordable housing</i> units are encouraged to be <i>affordable to low income</i> households.
<b>Rental</b>	That 25% of all new housing units are rental tenure.
<b>Density</b>	That 50% of all new housing units are in forms other than detached and semi-detached houses.

Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and *Regional Housing Strategy*.

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more-bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, need assessments, and market studies.

### Region of Peel Official Plan Analysis

The subject lands are designated “Urban System” in Schedule E-1 (Regional Structure); located within the Urban System, Primary or Secondary Major Transit Station Area and Local Intensification Corridor in Schedule E-2, Strategic Growth Areas; and within the “Built-up Area” in Schedule E-3, Growth Plan Policy Areas in Peel.

The proposed development is consistent with the objectives, policies and targets of the Urban System and Strategic Growth Areas. The site is specifically located within the Centre Street Primary Major Transit Station Area in the Draft Brampton Plan (December 2022). The proposal will assist in the achievement of healthy complete communities that provide a range of residential types (Section 5.9.1). The development will be a compact built form that is transit-supportive with pedestrian connections to the sidewalks that are within walking distance to bus stops (Section 5.4.10 and 5.4.11) located on Queen Street East.

Based on the above, Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

### City of Brampton Official Plan (September 2020):

The City of Brampton’s Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The property is designated “Residential” on Schedule A: General Land Use Designations. It is also identified as “Communities” on Schedule 1: City Concept in the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 3.2.8 New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.
- 3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.
- 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.
- 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility 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
- (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 impacts on downstream watercourses.

3.2.8.6 The extent to which a development satisfies 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 Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive

streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.

Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop

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;

It is the objective of the Residential Policies to:

Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;

Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;

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 Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, care centres, local retail centre, 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.

#### Mix and Density Categories

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.

4.2.1.14 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;

(iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms(vi)  
Incorporation of multiple unit dwellings and apartments.

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.

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

4.2.7 Design

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;
- (iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;

4.10.1.9 Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.

4.10.1.11 A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

4.10.1.13 In the event that relocation, dismantling, salvage or demolition is inevitable, thorough documentation and other mitigation measures shall be undertaken for the heritage resource. The documentation shall be made available to the City for archival purposes.

### City of Brampton Official Plan Analysis

The proposed residential development consisting of an apartment and stacked and back-to-back townhouses is consistent with the Residential permissions in the Official Plan. An amendment to the Secondary Plan is required to permit high-density residential housing types and site-specific density and height provisions. A Draft Official Plan Amendment (Attachment 11) proposes to redesignate the lands to 'High Density Residential' and 'Special Site Area 8'. The draft Official Plan Amendment permits a maximum density of 3.11 Floor Space Index (FSI) and height provisions for the proposed apartment building.

The proposed application provides a variety of different sized residential units that take into consideration an appropriate mixture of housing for a range of household incomes and facilitate the formation of complete communities. This satisfies section 4.2.1.1, 4.2.1.2, and 4.2.1.3 of the Official Plan.

The application proposes greater density and height than what is noted in Section 3.2.8.3. Whereas Section 3.2.8.3 of the Official Plan provides that development outside of the Central Area shall generally be limited to 4 stories in height and 50 units per net hectare, the proposal contemplates 397.2 units per net hectare and a 14-storey apartment (in addition to 3-storey townhouse blocks). Justification has been provided as per Section 3.2.8.5 of how this proposal demonstrates that the City Structure will not be compromised. Staff have reviewed the justification for this proposal and evaluated the proposal against this criteria. Staff is satisfied that the application demonstrates the below criteria:

- Draft Official Plan Amendment Is consistent with the Flowertown Secondary Plan by creating a site-specific policy area that permits the contemplated heights and housing types;
- Contributes to the City's desired housing mix by proposing a variety of stacked and stacked back-to-back townhouse and apartment building typologies;
- Contributes towards the targets set out in the Growth Plan;
- Has existing infrastructure to service the development;
- Has vehicular access to Collector road Church Street, nearby Major Arterial Roads Queen Street East and Kennedy Road, through which connections to Highway 407 are provided.
- Located close to local transit stops as well as pedestrian, bicycle and vehicular access; The site is in proximity to Zum services along Queen Street and GO Transit service that travel to Brampton GO Station as well as other connections within the City.
- Maintains transition in built form through height, massing, character, architectural design, siting and setbacks from the low density uses to the north;
- Meets the City's minimum Bronze threshold for Sustainability Score

#### **Brampton Flowertown Secondary Plan (Area 6):**

The property is designated 'Low Density Residential' in the Brampton Flowertown Secondary Plan (Area 6). The proposal has been evaluated against the Secondary Plan policies to ensure that it conforms to the Plan. The Secondary Plan policies that are applicable to the application include but are not limited to:

- 1.1.1 Lands designated Low Density on Schedule 6 shall be developed in accordance with the New Housing Mix and Density Category of Section 4.2.1.2 of the Official Plan.

The 'Low Density Residential' designation permits single detached dwellings to a maximum density of 30 units per net hectare, in accordance with the Official Plan Policy 4.2.1.2, New Housing Mix and Density Categories.

*Flowertown Secondary Plan Analysis:*

The property is designated 'Low Density Residential' in the Brampton Flowertown Secondary Plan (Area 6). The Draft Official Plan Amendment proposes to redesignate the subject property from 'Low Density Residential' to 'High Density Residential' and 'Special Site Area 8'.

The proposed redesignation to 'High Density Residential' and 'Special Site Area 8' in the draft Official Plan Amendment will permit housing types contemplated in this proposal (such as townhouses and apartments). Further, the site-specific standards identify maximum density of 3.11 FSI, height of 14 storeys for the apartment as well as that a heritage dwelling will be relocated to 132 Church Street East.

The proposed application maintains the objectives of the Secondary Plan by reinforcing the achievement of complete communities. Based on the above, staff is satisfied that the proposed development is consistent with the general intent and vision of the Flowertown Secondary Plan.

**Zoning By-Law:**

The subject site is zoned "Residential Single Detached B – R1B" by By-law 270-2004 as amended. The 'R1B' Zone permits a single detached dwelling, supportive housing residences, a place of worship and any uses that are accessory to the permitted uses.

An amendment to the Zoning By-law is required to facilitate the proposed development. The draft zoning by-law amendment (Attachment 12) rezones the site to "Residential Apartment A(3) – R4A(3)" and 'Residential Single Detached B – R1B'.

- The 'Residential Single Detached – R1B' designation applies to 132 Church Street East, where the heritage home on 136 Church Street, will be relocated to.
- The 'Residential Apartment A(3) – R4A(3)' designation applies to the remainder of the site. This designation will permit back-to-back stacked townhomes, stacked townhomes, and apartment units with site-specific standards including maximum height, density, setbacks and side yard requirements to ensure the appropriate built form for the area and compatibility with adjacent land uses.

**Technical Requirements:**

The following are brief synopses of the documents that were provided in support of the development application:

***Planning Justification Report (June 10, 2022)***

The Planning Justification Report (PJR) was submitted to the City by W.E. Oughtred & Associates Inc. The document provides a description and rationale for how the proposal represents good planning and its compliance with existing provincial and municipal policy.



The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Brampton Flowertown Secondary Plan are satisfied, and the development represents good planning.

Planning staff has reviewed the Planning Justification Report and found it satisfactory.

### ***Urban Design Brief (August 2022)***

An Urban Design Brief was prepared by KFA Architects + Planners Inc., in support of the application, dated January 28, 2021. The brief provides a context of the site, opportunities and constraints, a development vision for the site as well as guidelines regarding connections and circulation within the site, built form and sustainability.

Urban Design Staff has reviewed the Urban Design Brief and find it to be satisfactory.

### ***Sun/Shadow Analysis (included in Urban Design Brief and in R2 Architectural Drawing Set, November 15, 2022)***

A Sun/Shadow Analysis (included within the Urban Design Brief document and Architectural Set) was prepared by KFA architects + planners inc., that showed shadow impacts at 9:30AM, 12:30PM, 3:30PM and 6:30PM for March/September 21 (Spring and Fall Equinoxes) as well as June 21 and December 21 (Summer and Winter solstice).

The study has demonstrated that the shadow cast from the proposal onto adjacent properties will be of minimal duration at brief periods in the day (3 hours or less) and that the surrounding areas will still have sun exposure. Shadow impacts were the most noticeable on adjacent properties during December 21, the shortest day of the year.

In March, shadowing impacts were observed to the rear of the site during 9:30AM only, after which shadows passed over for the rest of the day.

In June, no shadowing impacts were observed from this proposal to surrounding residential at the rear of the development. At 9:30AM, shadowing impacts to the adjacent residential property (where the heritage home will be relocated to) and a portion of the yards of two homes fronting on Sophia Street were observed. At 6:30PM, shadowing impacts to a portion of the front yards of four homes south of Church Street and Beech Street as well as portion of Brampton Cemetery lands were observed.

In September, shadowing impacts to adjacent residential properties was observed at 9:30AM to a portion of the rear yards of some homes at the rear of the site and at 3:30PM to a portion of the front yards of two homes located north of Church Street and Beech Street intersection.

In December, shadowing impacts were observed to the:

- Rear yards of homes behind the proposal were observed at 9:30AM
- Front and rear yard of properties fronting on McCaul Street and Beech Street at 12:30PM
- Front yard of three homes located north of Beech Street and Church Street at 3:30PM;

For both September and December, at the 6:30PM interval, the surrounding community was impacted by shadows caused by existing properties as well as some shadowing impacts from the development.

Staff have reviewed the study and find it to be generally satisfactory.

### ***Stage 1 & 2 Archaeological Assessment (August 21, 2020)***

Earthworks Archaeological Services Inc. prepared a Stage 1 & Stage 2 archaeological assessment of the lands in August 21, 2020.

No archaeological material was identified on the site during course of survey of the site in June 2020 as a part of the Stage 2 archaeological assessment of the study area. Based on the results of the Stage 1 background investigation and Stage 2 test pit survey, no additional archaeological assessments are recommended.

Staff has reviewed the Archaeological Assessment and find it to be generally satisfactory.

### ***Heritage Impact Assessment (March 11, 2021)***

A Heritage Impact Assessment was prepared by Megan Hobson, dated March 11, 2021.

The report assessed the impacts of the proposal on heritage resources, including four listed heritage properties located at 136 Church Street East and 55, 59 and 61 Beech Street.

Based on Criteria (outlined in Ontario Regulation 09/06), 55 and 59 Beech Street did not meet criteria for designation. 61 Beech Street met one sub-criteria for Designation as a polygonal house plan example and 136 Church Street meets several criteria for Designation.

Relocation of 136 Church Street East property was noted as an acceptable conservation approach if retention *in situ* is not possible. For the 61 Beech Street property, the study noted that the unique form of the property could be commemorated by replicating the front portion in new materials in the proposal.

Heritage Staff is satisfied with the proposed gazebo (that references the design of the heritage property at 61 Beech Street) and relocation of the heritage home on 136 Church Street East. Prior to Site Plan Approval, a Heritage Conservation Plan, Building Protection Plan, Commemoration Plan as well as maybe an Easement Agreement may be required prior to site plan approval.

### ***Traffic Impact Study (May 2022, revised November 29, 2022)***

A Traffic Impact Study (TIS) was submitted by nexTrans, to study the potential traffic impacts of the development proposal including a site access assessment, queuing assessment, solid waste collection assessment and vehicle parking assessment.

The TIS has been reviewed by Traffic staff and deem it acceptable for rezoning purposes. Prior to site plan approval, any remaining traffic comments including a swept path analysis is to be provided at the time of development application will need to be addressed.

### ***Phase One and Two Environmental Site Assessment (July 20, 2020, and September 11, 2020)***

The purpose of the Phase One ESA was to identify if contaminations have affected the subject lands and need for a Phase Two ESA. The Phase One ESA identified on-site potentially contaminating activities (PCAs) and one off-site PCA that could contribute to Area of Potential Environmental Concern (APECs) on the site.

The Phase Two ESA studied which are present at the site. Based on the sampling and analytical program conducted as part of the Phase Two ESA, all soil and groundwater samples were found to be within the applicable MECP Table 3 Site Condition Standards. Concentrations

of contaminants of potential concern (COPC) aren't to exceed the applicable site condition standards for that parameter.

City Staff has reviewed and provided clearance of the submitted ESA's subject to two conditions:

- That the west portion of the site be fully investigated to support filing of a Record of Site Condition (RSC); and
- A RSC be filed prior to the registration of the plan of subdivision or site plan.

***Tree Inventory and Updated Preservation/Compensation Report/Plan (November 2020, updated May 2022)***

The study assessed existing trees on the subject site and determine which trees can be preserved, methods for protection as well as which trees that are to be removed based on not meeting criteria for preservation.

The report inventoried 155 on-site trees, of which 136 were recommended for removal to either accommodate the development or due to poor health. Additionally, six off-site trees were recommended for removal due to conflict with the proposal. Remaining trees located off site are recommended to be protected with tree preservation fencing.

Parks Planning Staff acknowledge receipt of this report. Inconsistencies in the submitted report were noted by Staff and will be further addressed at the site plan stage. The Tree Preservation Plan and Arborist Report are not approved at this time. No tree removals will be permitted until the Arborist Report and Site Plan Application are approved and the appropriate compensation payment has been provided.

***Functional Servicing & Stormwater Management Report (November 2022)***

A report was prepared by Crozier Consulting Engineers. The purpose of the report is to demonstrate that the proposed development can be developed in accordance with City and Peel Region guidelines with regard to the water, waste and stormwater management.

The report concludes that the existing municipal infrastructure is sufficient and can support the proposed development, including the heritage home, which remains unchanged from servicing standpoint. The report has been reviewed by City and Regional engineering staff and found to be satisfactory. Regional Staff also confirmed in March 2023 that a downstream study and further upgrades to the external sewers and water main would not be required.

Water

The proposed development is to be serviced by two water service connections off of Church Street and Beech Street. There are existing watermains on Church and Beech Street.

Sanitary

There are existing sanitary sewers on Beech Street and Church Street East. Both the heritage home and the proposed development will be serviced by a sanitary sewer connection that connects into the existing sanitary sewer on Church Street East and a manhole will be provided at the end.

Storm Drainage:

Stormwater quantity control will be provided through a pump and an underground stormwater storage unit. The minor storm event drainage will be collected by the internal storm system and discharges through storm sewer on Church Street East.

***Sustainability Score & Summary:***

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. Both documents help to facilitate delivery of complete communities that address long-term economic, environmental, and social benefits for the City of Brampton.

Applicants complete the document to demonstrate points achieved for the Built Environment, Mobility, Natural Environment & Open Space and Infrastructure & Buildings.

The application has a Sustainability Score of 67, which achieves the City's Silver threshold. The score will be further refined when a future Site Plan application is submitted.