
Detailed Planning Analysis

DETAILED PLANNING ANALYSIS
CITY FILE NUMBER: DEV-2022-776

Overview:

The amendment has been reviewed and evaluated against the Planning Act, Provincial Policy Statement and the Growth Plan. The proposal has also been reviewed and evaluated against the Region of Peel Official Plan and the City of Brampton's Official Plan, the Brampton Plan (draft Official Plan) and other applicable City of Brampton's guidelines and priorities.

Planning Act

The 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:

Section 2(a) references the protection of ecological systems, including natural areas, features and functions.

Response: The proposed Official Plan Amendment is appropriate and maintains the protection of the ecological systems. The amendment will continue to maintain appropriate distances and buffers, in order to protect the surrounding natural areas.

Section 2(h) references the orderly development of safe and healthy communities.

Response: The proposed amendment is appropriate within the context of the surrounding existing community. From a safety perspective, access to the subject lands as per the Springbrook Tertiary Plan via Elbern Markell Drive from the east, Creditview Road and Queen Street West is appropriate with respect to potential traffic impacts. From a health perspective, residents can access pedestrian trails leading to natural heritage features.

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

Response: The proposed amendment will help provide another form of housing within the area and for the City of Brampton. Specifically, townhouses and mid-rise buildings, which will add to the existing single residential neighbourhood and help create a variety of housing forms.

Section 2(p) references the appropriate location of growth and development.

Response: The proposed amendment will locate residential developments in an appropriate location with respect to growth and development. The proposed amendment has a density and housing form that can be integrated into the surrounding community.

Section 2(q) references the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

Response: The proposed amendment will promote sustainable developments by efficiently utilizing the lands for mixed-use residential developments. Specifically, this section of Queen Street West is appropriate for higher densities to help support the planned Brampton Rapid Transit (BRT) and existing Zum bus services. Additionally, pedestrian connections to public transit, as well as opportunities for at grade commercial will help to create a vibrant and complete community. The City-initiated Official Plan Amendment supports the City's objective of providing transit supportive intensification.

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 proposal is consistent with the PPS, including the following policies:

Section 1.1.1 – Healthy, livable 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.

Response: The Official Plan Amendment will help create medium-high density development for the Springbrook Tertiary Plan Area. This type of density will utilize the lands efficiently by creating compact and walkable developments, which will contribute to a healthy, livable and safe community. New housing forms such as mid-rise buildings and townhomes will contribute to the housing mix and help the City manage growth and contribute to the financial well-being of the Province and the City.

- b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open spaces, and other uses to meet long-term needs.

Response: The amendment will introduce mixed-use designations (townhomes and mid-rise buildings) within the surrounding community. These higher density residential housing forms will create a diverse mix of housing types, which will help accommodate an appropriate affordable and market-based range and mix. Additionally, developers are responsible for providing open space opportunities for their residents. The City will encourage both private and public open spaces, connected by a trail system to meet

current and long-term needs of the community. The Springbrook Tertiary Plan Area depicts a conceptual trail alignment, which will be coordinated amongst the developers.

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

Response: The proposed amendment has no known environmental or public health and safety concerns. However, every development as part of the development approval process for applications within the Springbrook Tertiary Plan Area will be reviewed for environmental, public health and safety concerns.

- d) 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.

Response: This section of Queen Street West has been identified for intensification, which will help utilize public transportation, as both the planned Higher Order Transit Brampton Rapid Transit (BRT) and existing Zum stations are service this segment of Queen Street West.

Section 1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

Response: The subject lands are located within the settlement area and are appropriate for the proposed City-initiated Official Plan Amendment.

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.

Response: The amendment will help to efficiently use the available lands and create a mix of compatible built forms. Trails and paths will help support active transportation, taking people to places within the community. Additionally, Queen Street West will be serviced by future planned Brampton Rapid Transit (BRT) and is currently serviced by

existing Zum bus service. As a result, increasing densities in this segment of Queen Street West would be appropriate to help sustain ridership and service the community.

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

Response: The required transportation, infrastructure, environmental and engineering standards will be reviewed with any future development as part of the development approval process for applications within the Springbrook Tertiary Plan Area. However, there are no known risks associated with this proposed Official Plan Amendment with respect to public health and safety.

The Official Plan Amendment is consistent with Section 1.1.3 of the PPS by contributing to the achievement of healthy and liveable communities through an appropriate mix of residential, open space and active and passive recreational opportunities. Additionally, the proposed Official Plan Amendment and associated density and built form promote an efficient land use pattern, facilitates intensification and contributes to a range of residential dwelling types within the surrounding community. The proposed amendment will allow for the efficient use of land and infrastructure.

Section 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet project market-based and affordable housing needs of current and future residents of the regional market area by:

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public services are or will be available to support current and projected needs;
- d) Promoting densities for new housing, which efficiently uses land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in area where it exists or is to be developed.

Response: The proposed amendment is consistent with the above noted policies, since the projected number of dwelling units and the associated density represents appropriate intensification to accommodate growth. The amendment support the use of active transportation and since Queen Street West has been identified for a planned Brampton Rapid Transit (BRT), which will operate with frequent stops and where Zum stations currently exist, increasing densities is appropriate to help support ridership.

Section 2.1.1 Natural features and areas shall be protected for the long term.

Response: The natural heritage system feature such as Watercourses, Valley lands, Woodlots have been protected, and appropriate buffers have been provided for mitigation purposes. Additionally, the conservation authority will be circulated for comments during the City's development review process.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe ('Growth Plan') 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 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 options to accommodate a range of incomes and household sizes.

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.

- c) Within settlement areas, growth will be focused in:
 - i. Delineated built-up areas;
 - ii. Strategic growth areas;
 - iii. Locations within 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.

Response: The lands associated with the City-initiated Official Plan Amendment are located within the settlement area. The subject lands have municipal water and wastewater, future planned Brampton Rapid Transit (BRT) and existing Zum stations are currently operating, which help contribute to achieving a complete community.

The Growth Plan has growth projections for the Region of Peel to be approximately 2,280,000 people by 2051. The Province has directed much of this growth to the City of Brampton within both settlement and built-up areas. *Bill 23, More Homes Built Faster Act, 2022* (also known as Bill 23) obligates the City of Brampton to meet the residential unit targets as part of the *More Homes, Built Faster: Ontario's Housing Supply Action Plan 2022-2023* (also known as the Housing Supply Action Plan). Bill 23 received Royal Assent on November 28, 2022, and the Province's stated goal is to build 1.5 million homes in Ontario over the next 10 years. Through the related Housing Supply Action Plan, the Province's goal is to achieve a residential unit target of 113,000 new homes to be built in the City of Brampton by 2031, which equates to approximately 400,000 new residents. This 10-year housing target represents an annual average of approximately 11,300 new households, equating to an annual increase in total housing growth nearly three times the City's historical average over past 20 years.

Section 2.2.1.2 Forecasted growth to the horizon of the 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 of planned municipal water and wastewater systems; and
 - iii. Can support the achievement of complete communities.

Section 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- 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.

Response: The proposed amendment conforms to the above noted policies by directing additional residential development to areas within the City, where there is existing municipal water and wastewater systems, which will help to achieve a complete community. Additionally, the amendment will increase the residential stock in the area while also providing a new built form typology, stacked townhouses and mid-rise buildings. The Provincial government has made it a requirement that the City of Brampton must meet the residential unit targets and direct growth as per the direction of the *Growth Plan, Bill 23* and the Housing Supply Action Plan.

Section 4.2.2.3 Within the Natural Heritage System:

- a) New development or site alteration will demonstrate that:
 - i. There are no negative impacts on key natural heritage features or key hydrologic features or their functions;
 - ii. Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;

Section 4.2.2.5 Beyond the Natural Heritage System, including within settlement areas, the municipality:

- b) Will continue to protect any other natural heritage features in a manner that is consistent with the PPS; and
- c) May continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.

Response: The proposed amendment is consistent with the above noted policies. The proposed amendment in consultation with the Credit Valley Conservation Authority (CVC) has established an adequate buffer from the natural heritage features. Therefore, the environmental features are protected and no known overall negative

impacts are anticipated as a result of residential densification. All development proposals will be reviewed as part of the City's development review process and environmental studies shall be forwarded to the CVC authority for their review and comments.

Region of Peel Official Plan (April 2022)

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 lands are located within the "Urban System" as established in the Regional Official Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to the following:

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

Response: The proposed City-initiated Official Plan Amendment is appropriate for the area. The amendments will help to increase the density within the area, utilize existing and planned pedestrian trails and help support ridership for the planned Brampton Rapid Transit (BRT) along the Queen Street West corridor.

Section 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 area municipal official plans.

Section 5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.

Response: The proposed amendment is consistent with the above noted policies, as it comprises a compact form of development within the Regional Urban Boundary that will efficiently use existing Regional services and infrastructure. The proposal supports the development of a healthy urban community that respects the characteristics of the existing community and protects the natural environment. All development proposals will be reviewed as part of the City's development review process and forwarded to the Region of Peel for recommendations and comments.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that:

- a) Support the Urban System objectives and policies in the Plan;
- b) Support pedestrian-friendly and transit-supportive urban development;

- c) Provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
- d) Support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

Response: The proposed Official Plan Amendments have regards for the Urban System polices. Transit Oriented Design will help contribute to the pedestrian-friendly and transit supportive urban developments. Additionally, the Springbrook community consists predominantly of single residential homes. The amendments will introduce a mixed-use housing form such as townhouses and mid-rise apartment buildings, along Queen Street West, which supports both Zum bus services and the future planned Brampton Rapid Transit. All development application will be reviewed by internal staff, taking into consideration design elements such as CPTED principles.

City of Brampton Official Plan “draft Brampton Plan”

The City of Brampton Draft Official Plan also know as the ‘Brampton Plan (2022)’ provides comprehensive policies that facilitates land use decision making. The purpose of the Brampton 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.

Queen Street West is planned to be designated as ‘Primary Urban Boulevards’ on Schedule 1 City Structure. On Schedule 2 Designations, the subject lands area designated as ‘Neighbourhoods’ and ‘Natural Heritage Systems’. On Schedule 3B Transit Network to 2051, the subject lands are designated as ‘Higher Order Transit (BRT or LRT)’. On Schedule 5 Provincial Plans & Policies, the subject lands area designated as ‘Built-Up Area’ and ‘Designated Greenfield Area’. The draft Brampton Plan sections that are applicable to this application include but are not limited to the following:

- Section 2.1.1.1.d Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and active transportation networks.
- Section 2.1.1.1.e Directing the majority of growth to strategic growth areas of the city, including Urban and Town Centres and Primary and Secondary Urban Boulevards, as identified on Schedule 1 to support sustainable city-building and to prioritize investments in regional and city infrastructure including water, sewage, transit, community and

emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.

- Section 2.1.1.1.f Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.
- Section 2.1.2.1.b Boulevards are vibrant and prominent streets in the city. They provide for a mix of uses and intensity of built form served by higher order transit, while also providing critical connections to the rest of the city and region.
- Section 2.1.2.1.f The Natural Heritage System includes natural spaces, such as provincially and locally significant woodlands, rivers, valleylands, wetlands, and ecological connections, which require protection and enhancement to recognize their environmental, economic, social, and health benefits.
- Section 2.1.2.23 Neighbourhoods within the Designated Greenfield Area will be designed to meet or exceed a minimum density target of 71 persons and jobs per hectare.
- Section 2.1.2.37 The City will work with public agencies and residents to support the protection, enhancement, and restoration of linkages within the Natural Heritage System by:
 - .b Improving public access and enjoyment of lands under public ownership.
- Section 2.1.3.10.c Higher order transit generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as inter-city rail), light rail, and bus rapid transit.
- Section 2.2.4.2.b The full range of uses described in this section will not necessarily be permitted on all sites within Urban Boulevards and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or Precinct Plans, subject to their completion.
- Section 2.2.4.2.d Mixed-use buildings will be encouraged to front onto Primary Urban Boulevards. New single use buildings are discouraged.
- Section 2.2.4.4 The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Natural Heritage System, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.

Section 2.2.4.5 New development within Primary and Secondary Urban Boulevards will have regard for the existing character and built form of adjacent lower density Neighbourhoods and provide transition in accordance with the design policies of this Plan.

Response: The proposed amendment is consistent with the above noted draft policies, as it is promoting 15-minute neighbourhoods, which will help support community health and well-being.

This segment of Queen Street West has been identified as a Primary Urban Boulevard (PUB), which are to be vibrant and prominent streets served by Higher Order Transit (Bus Rapid Transit) that will provide for a mix of uses and intensity of built form. PUBs are destinations, where development will focus on design excellence, place making and creating lively spaces, but also providing critical connections to the rest of the city and region. Boulevards are important places for movement, living, and commerce along major streets where re-urbanization and intensification is anticipated and encouraged.

Higher Order Transit generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit (BRT) is planned along Queen Street, from Mississauga Road to Hwy 50, which is an area where higher density land uses can be directed. Generally, Mid-Rise building heights range between 5 and 12 storeys and High-Rise building heights range between 13 and 25 storeys. City staff have recommended a cap of 14 storeys within the Mixed Use Medium-High Density Residential category, which will be permitted on Queen Street West, at the key gateway intersections of Elbern Markell Drive and Creditview Road. This mixed-use category also requires residential buildings to provide commercial uses at grade. The two new land use categories will help achieve a broad mix of uses where people can live, work and play close to home. The new categories will help create a range of new housing types for the area, which will help support residents of all ages, life stages, incomes, and abilities.

The Natural Heritage Systems will be protected so that the Springbrook community can enjoy the environmental, economic, social and health benefits. A small portion of the Springbrook Tertiary Plan Area is within the Built-Up Area; however, a majority of the lands are within the Designated Greenfield Area (DGA). The DGA is comprised of lands outside of the Built-up Area. New Neighbourhoods and Mixed-use Areas within the DGA provide an opportunity to establish a walkable 15-minute neighbourhood and increase density. The new land use categories will help to create a diverse mix of land uses and an urban form that supports active transportation and transit, which will allow local residents to enjoy the natural environment. The NHS system has been delineated for protection and appropriate buffers have been implemented. Additionally, any new development proposal will be circulated to Credit Valley Conservation (CVC) for their review and recommendations.

2006 City of Brampton Official Plan (Consolidation September 2020)

The City of Brampton Official Plan ('Official Plan') provides comprehensive policies that facilitates land use decision making. The purpose of the City'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 subject lands are designated as 'Residential' and 'Open Space' on Schedule 'A' General Land Use Designation and 'Designated Greenfield Area' on Schedule 1 City Concept, of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to the following:

Section 3.22 States that Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

Section 4.2 (i) 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.

Section 4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

Section 4.7.1. The Open Space designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.

Response: A majority of the Springbrook Tertiary Plan Area is located outside of the Built Boundary and within the Designated Greenfield Area (DGA). By introducing two new land use categories, the Springbrook Tertiary Plan Area will provide a variety of housing forms and a of mix of land uses. Specifically, mid-rise building and townhomes, which will be complimented by a trail network supporting active transportation to the open spaces, helping to create a high quality public realm and a complete community.

Credit Valley Secondary Plan, Area 45

The subject lands are designated as 'Springbrook Settlement Area' in the Credit Valley Secondary Plan Area 45.

Block Plan 45-2 and Block Plan 45-5

The subject lands are designated as 'Springbrook Special Study Area' within Block Plan 45-2 and 45-5.

Response: An amendment to the Secondary Plan is required to remove the Springbrook Settlement Area policies from the text and schedules and include the lands within the Springbrook Tertiary Plan Area. Two new land use designations have been introduced, as a result of Bill 23, which obligates the City of Brampton to meet the residential unit targets as part of the Housing Supply Action Plan.

To add two new land use designations:

1. To add **Medium Density Residential (Mid-Rise)** designation, which will permit mid-rise apartment buildings ranging in height between five (5) to (12) storeys and commercial uses may be permitted at grade. Additionally, a high quality architectural treatment and streetscape is to be incorporated.
2. To add **Mixed Use Medium-High Density Residential** designation. The intent of this designation is to ensure that buildings at the key intersections of Queen Street West with Creditview Road and Elbern Markell Drive, act as a gateway to the Springbrook community. This land use designation shall be developed for mid-rise apartment buildings with a maximum height of 14 storeys, and commercial uses may be permitted at grade.

Mid-rise apartment buildings shall be sited and oriented to address the intersection and contribute to the establishment of a well-structured focal point. Additionally, site design, landscaping and appropriate buffer treatment will be required to establish and reinforce their focal significance. In addition, in order to achieve a superior streetscape, a superior standard of built form is required. This shall include a gradual transition of height, setback, scale and massing along individual streetscapes.

Amendments to the Block Plan are required to remove the lands from the Special Study Area from Block Plan 45 sub area 2 and Block Plan 45 sub area 5 and replace it with the Springbrook Tertiary Plan Area.