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# Detailed Planning Analysis

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### **Detailed Planning Analysis**

The proposal has been reviewed and evaluated against the *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

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

### **Matters of Provincial Interests**

#### ***Planning Act*, R.S.O. 1990:**

The application to amend the Official Plan and Zoning By-law Amendment has been reviewed for their compliance to matters of provincial interest as identified in Section 2 of the *Planning Act*, R.S.O 1990. The proposed Official Plan Amendment and Zoning By-law Amendments, as revised, represent orderly development in a desired location that is suitable for urban growth and development.

The application has regard to, among other matters of provincial interest such as:

- a) The protection of ecological systems, including natural areas, features and functions;
- 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; and,
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

The proposed amendments are consistent with the aforementioned matters by adding a range of housing type options (residential apartments and back-to-back stacked townhouses) for current and future residents in the area and directing intensification at a

location with proposed higher-order transit (bus rapid transit, or BRT). The proposal supports the City's objective of providing transit supportive intensification along nodes and corridors. These sections of the *Planning Act* represent provincial interests in land use matters, and are implemented through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. Further analysis on matters related to provincial interest are discussed in those sections.

Staff is satisfied that the proposed development is consistent with the applicable sections of the *Planning Act*.

**Provincial Policy Statement (PPS), 2020:**

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides direction on matters of provincial interest related to land use planning and development. Staff is satisfied that the proposed development is consistent with the applicable sections of the PPS, 2020.

The PPS policies that are applicable to this application include but are not limited to:

- Section 1.1.1 – Healthy, liveable and safe communities are sustained by:
  - a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b. Accommodating an appropriate range and mix of residential, employment, institutional, 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;
  - g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs

- Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.
- Section 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure and public services and avoid 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

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- Section 1.1.3.3 – 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.
- 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.
- Section 1.1.3.6 – New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure and public service facilities.

- Section 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.
- Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) Permitting and facilitating:
    - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;
  - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety,

The subject lands are located within a settlement area that is defined in provincial and municipal planning documents and is within the 'Built-Up Area' in the Growth Plan, which considers redevelopment and intensification of the area. The proposed development is also located along an existing transit corridor, with future potential bus rapid transit (BRT) currently under study. The proposed development will be

redeveloping lands that are currently vacant and previously used as a plant nursery and greenhouse into residential apartment and townhouse suites, which would provide more complete mix of housing options for current and future residents in the area and support the housing-related targets set by the Province.

Through the use of zoning controls and relevant urban design guidelines, the built form of the proposed development will be integrated into the existing neighbourhood and enhance the character and design of the site. Furthermore, the site will have a compact, higher intensity of use and high density built form that is adjacent to a potential station of the planned BRT.

Staff is satisfied that the proposed development satisfies the aforementioned sections of and is consistent with the Provincial Policy Statement, 2020.

### **The Growth Plan for the Greater Golden Horseshoe:**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a long-term framework for building stronger, prosperous complete communities that support walking, cycling and sustained viability of transit services. The subject lands are located within the 'Designated Greenfield Areas' within the Growth Plan. The proposal has been evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan.

The Greater Golden Horseshoe policies that are applicable to this application include but not limited to:

- Section 2.2.1.2 – Forecasted growth to the horizon of this Plan will be allocated based on the following:
  - a) The vast majority of growth will be directed to settlement areas that:
    - i. Have delineated built boundary;
    - ii. Have existing or planned municipal water and wastewater systems; and
    - iii. Can support the achievement of complete communities
  - b) Growth will be limited in settlement areas that:
    - i. Are rural settlements;
    - ii. Are not serviced by existing or planned municipal water and waste water systems or

- iii. Are in the Greenbelt Area;
  - c) Within settlement areas, growth will be focused in:
    - i. Delineated built-up areas;
    - ii. Strategic growth areas;
    - iii. Locations with existing or planned transit, with a priority 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
- Section 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
  - a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
  - b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
  - c) Provide a diverse range and mix of housing options, including second unit and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
  - d) Expand convenient access to:
    - i. A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
    - ii. Public service facilities, co-located and integrated in community hubs;
    - iii. An appropriate supply of safe, publicly accessible open spaces, parks, trails and other recreational facilities; and
    - iv. Healthy, local, and affordable food options, including through urban agriculture

- e) Providing for more compact built form and a vibrant public realm, including public open spaces;
  - f) Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
  - g) Integrate green infrastructure and appropriate low impact development.
- Section 2.2.4.10 – Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
- Section 2.2.6.2 – 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
- Section 2.2.7.1 – New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services.

The subject site is located within an area that is built up with existing or planned water and wastewater infrastructure and adjacent to existing transit and planned frequent transit. The proposed development would introduce new residential housing types to area for current and future residents, which helps facilitate a more complete community for people of all ages, abilities and incomes. The proposed development will also provide sufficient access to various active transportation and transit options, public service facilities, parks and other amenities. Therefore by introducing this use and density at this location, policies 2.1.2.2 a) to d), 2.1.2.4, 2.2.4.10, 2.2.6.2 and 2.2.7.1 are satisfied.



Approving the proposed development will help achieve the minimum intensification targets as set out in the City's Official Plan. The proposed development will accommodate growth through intensification. The proposed development will assist in the diversification of Brampton's housing stock. Therefore, Staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

### **Municipal Planning Framework**

#### **Region Official Plan, 2016**

The Region of Peel Official Plan (ROP) sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System', and is further located along an 'Other Potential Rapid Transit Corridor' as established in the Regional Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan.

The proposed development is consistent with the following policies in the Region of Peel Official Plan:

- Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.
- Section 5.3.1.1 – To conserve the environmental and resource attributes of the Region.
- Section 5.3.1.3 – To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities
- Section 5.3.1.4 – Contributing to achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services.

- Section 5.3.1.5 – To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.
- Section 5.3.1.8 – To provide for the need of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age.
- Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans;
- Section 5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms of urban development and redevelopment.
- Section 5.5.2.2 – Direct a significant portion of new growth to the built-up areas of the community through intensification
- Section 5.5.2.3 – Develop compact, transit-supportive communities in designated greenfield areas.
- Section 5.9.2.5 – Optimizing the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form.

The proposed development is located within an area in Brampton that is built up, and is served by existing transit system with infrastructure and service enhanced currently being proposed. There are existing municipal infrastructure and services in the area that can service the subject lands and will serve as a basis for future capacity enhancement for the area. The development proposes new residential types for the area with close proximity to existing schools and transit and future neighbourhood park and commercial mixed uses, which will support the creation of complete communities. It will also create new compact urban form that will intensify the underutilized lands.

Staff is satisfied that the subject application conforms to the policies of the Region of Peel Official Plan.

### **Region of Peel Official Plan, 2022**

As mentioned the Region of Peel Official Plan (ROP) 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 Minister of Municipal Affairs and Housing approved the new Region of Peel Official Plan in November 2022 with modifications from the April 2022 Plan

adopted by Regional Council. In accordance to this updated plan, the subject application is within the 'Urban System', and within a 'Local Intensification Corridor'.

The development application was submitted before the Regional Official Plan, 2022 was adopted and approved; however, the ROP's sections and policies represent good guiding principles and benchmarks for the proposed development.

The Region of Peel Official Plan, 2022 sections that are applicable to this application include but are not limited to:

- Section 5.6.2 – To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- Section 5.6.3 – To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- Section 5.6.4 – To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- Section 5.6.6 – To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.
- Section 5.6.7 – To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

The planning analysis against the Region of Official Plan, 2022 remains applicable as the 2022 ROP evolves from the 2016 ROP, and that policies in the 2022 ROP represents good guiding principles and benchmarks for transit-oriented development and intensification. Staff is satisfied that the subject application conforms to the policies of the Region of Peel Official Plan 2022.

### **City of Brampton Official Plan, 2006**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject lands are designated as 'Residential' and 'Communities' and 'Designated Greenfield Area' in Schedule 1 – City Concept of the Official Plan.

The 'Communities' designations are the basic living units of the City that residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability.

The 'Designated Greenfield Area' designation 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 3.2.2).

The subject site is designated as 'Residential' on Schedule A of the Official Plan and Schedule A1 identifies the subject site as 'Upscale Executive Housing Special Policy Area'.

The proposed development meets the intent of the Official Plan and conforms to its policies, specifically:

- Section 3.2.8.5 – Where the City has deemed that 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.
- Section 4.2.1.1 – The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.
- Section 4.2.1.2 – The policies 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... and also set out in the 'Residential Areas and Density Categories' definitions contained in Section 5 of this Plan:

- 'Low Density Category' in the Official Plan – permitting single-detached homes with a maximum density of 30 units per net hectare or 12 units per net acre).
- The Credit Valley Secondary Plan is subject to the new housing and density categories of the Official Plan, and further prescribes a maximum density of 19.5 units per net residential hectare (8 units per net residential acre) and permits primarily single detached structural units.
- Section 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 areas.
- Section 4.2.2 – Upscale Executive Housing is low density form of housing characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. Upscale Executive Housing is planned to be located in various parts of the City in areas with attractive natural and man-made features.
- Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.
- Section 4.11.3.2 – Community revitalization is encouraged throughout the City except on lands designated 'Estate Residential' and 'Open Space', and may take the forms of intensification and redevelopment that are compatible with the surrounding existing built-up area.

While the proposed high-rise towers and back-to-back stacked townhouses exceed the maximum density prescribed in the Residential Density Categories set in Section 4.2.1.2 of the Official Plan and the Secondary Plan, the application conforms to Section 3.2.8.5 of the Official Plan as it demonstrates attributes such as the following which generally meets criteria (i) to (xii):

- The proposed development is consistent with the general intent and vision of the proposed City-initiated Official Plan Amendment to the Credit Valley Secondary Plan – an emerging planning framework;
- New dwelling units in the proposed high-rise building and back-to-back stacked townhouses enhances the housing variety and mix in Brampton as well as the local Springbrook community;

- The proposed development will help contribute to the intensification and new residential unit targets set by the Province;
- The proposed development will help achieve a complete community;
- There is sufficient existing or planned hard and soft infrastructure (e.g. water and wastewater, stormwater and transit) to support the proposed development;
- The proposed development is located along a main road, has vehicular site access and in close proximity to existing Züm bus transit and future BRT service;
- The proposed development is compatible with nearby existing and planned land uses and provides building massing, height, setback and other transition in built form; and,
- The proposed development protects natural heritage system by meeting the required limit of development established by the City and the Credit Valley Conservation Authority with a 10-metre environmental setback from the woodlot to the east.

The proposed development also conforms to 'Residential' land use designation and associated polices set out in Section 4 of the Official Plan. The redevelopment of the subject lands makes efficient use of land and resources and takes advantage of existing infrastructure and will provide a transit and pedestrian supportive development.

The subject property is currently identified to be within an 'Upscale Executive Housing Area' on "Schedule A1 – Upscale Executive Housing Special Policy Areas"; however, as stated in Section 4.2.2.7, the size and configuration of Upscale Executive Housing Policy Areas may be reduced through the Secondary Plan process. Given that Queen Street is a future bus rapid transit (BRT) corridor (with existing Züm transit service) with planning studies currently underway, the emerging planning context for the area, which includes the subject lands, has evolved away from Executive Housing. The proposed Official Plan Amendment to the Credit Valley Secondary Plan – with a Recommendation Report presented at the Planning and Development Committee meeting of April 28<sup>th</sup>, 2023 and a separate Recommendation Report tentatively scheduled for the third quarter of 2023, would remove the subject lands from the 'Executive Housing Policy Area'.

Higher density in this area is also appropriate given the Growth Plan's direction for intensification at major transit station areas and rapid transit corridors; in this case the proposed development abuts a proposed Queen Street BRT and potential future BRT

station. The type of development proposed is also in a compact, transit-supportive built form that makes efficient use of the existing and planned infrastructure including public transit service.

The proposed development conforms to the Residential designation of the Official Plan.

Furthermore, as stated in Section 4.11.3.2, compatibility does not mean uniformity or even consistency, but should relate to the context of the site and surrounding neighbourhood. Considerations include the massing, scale and height of the proposed development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties. The proposed development allows adjacent low-rise residential properties to maintain their general access to privacy and sunlight, and provides for adequate separation and screening with landscaping and fencing in order to maintain privacy and character. Supporting studies such as Urban Design Brief, Sun/Shadow Study and 45-degree angular plane elevation assessment were submitted to assure appropriate transitions in building height and scale from taller buildings proposed on the subject site to nearby low-rise residential properties. These submitted studies, along with the conceptual Landscape Plan, show limited and mitigated adverse impacts of the proposed development such as overlook and shadowing onto nearby existing and established low-rise residential properties and communities.

### **Credit Valley Secondary Plan**

The Credit Valley Secondary Plan was adopted by Council on September 30<sup>th</sup>, 2002, and approved with modifications by the Ontario Municipal Board on January 14<sup>th</sup>, 2004 (SP 45 (A)). The Credit Valley Secondary Plan was further amended in accordance to Official Plan Amendment (OPA) 2006-191 and with the introduction of the Springbrook Tertiary Plan and associated land use policies for identified lands surrounding Queen Street West and Creditview Road (excluding lands with immediate frontage onto Queen Street West) – also known as the Modified Springbrook Tertiary Plan (SP 45(B)), with Council adopting the Amendment in October 2020.

The entirety of the subject lands are designated ‘Executive Residential’ within the Credit Valley Secondary Plan (SP 45(A)), with only the northern portion of the subject lands also designated as ‘Springbrook Tertiary Plan’ (SP 45(A)) and ‘Low Density Residential’ (SP 45(B)) within the Tertiary Plan.

Furthermore, in accordance with the Modified Springbrook Tertiary Plan (SP 45(B)), a Proposed Stormwater Management Pond is identified at the southwestern portion of the subject lands and the subject lands also abuts ‘Woodland’ to the east – both are subject to further studies.

The policies that are applicable to this application include but are not limited:

- Section 4.2.4 - Develop excellence in community living based on the application of the following principles:
  - i. a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;
  - ii. the promotion of excellence in civic design in both the public and private realm;
  - iii. an interconnected system of open space and recreational areas;
  - iv. a range of recreational and community facilities that facilitate shared uses where practical;
  - v. integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;
  - vi. preservation of the area's built and cultural heritage resources, particularly the existing heritage buildings and the bow-string bridge across the Credit River;
  - vii. an attractive and orderly built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
  - viii. efficient transportation links.
- Section 5.2.1.1 – The various residential designations shown on Schedule SP 45(A) are categories in which the predominate use of land is low density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.
- Section 5.2.1.3 – Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial uses.
- Section 5.2.4.1 – Lands within the 'Low Density 1 Residential' designation on Schedule SP 45(A) shall be developed primarily for a variety of large lots and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the 'Executive



Residential Area' and the conventional areas of the community. 'Low Density 1 Residential' areas together with the 'Executive Residential' areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter.

- Section 5.2.4.2 – In areas designated 'Low Density 1 Residential' on Schedule SP 45(A), the following shall apply, subject to Section 5.2.1 of this Chapter:
  - i) Primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
  - ii) Limited development of... complementary uses shall also be permitted without an amendment to this Plan...;
  - iii) A maximum density of 19.5 units per net residential hectare (8 units per net residential acres) shall be permitted; and,
  - iv) Lots adjacent to areas designated 'Executive Residential' shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density 1 Residential designation lot frontage shall not be less than 11.6 metres (38 feet).
- Section 5.2.4.3 – Lots abutting or directly adjacent to the 'Executive Residential' designation or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community.
- Section 5.2.6 – the lands designated 'Executive Residential' and 'Low Density 1' shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:
  - i. Development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;
  - ii. Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;

- iii. Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,
  - iv. Provisions of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.
- Section 5.2.7.3 (Springbrook Tertiary Plan) – The vision for the area directs proposed redevelopment to be efficient and well-integrated with the low density community, in a manner that protects the area’s natural heritage features and hamlet character. Applicable Development Policies include:
  - a. Low Density Residential uses shall be developed in accordance with the Low Density 1 Residential policies of this plan. A high quality architectural treatment and streetscape is to be incorporated, in keeping with the built form and character of the adjacent Executive Residential area.
  - c. Natural Heritage System – Schedule 45(b) of this plan designates a conceptual natural heritage system, which identifies potential development constraints, and opportunities for natural heritage feature enhancements. The final delineation of the natural heritage system and associated features, required setbacks, and other mitigation measures will be undertaken... prior to the approval of any development application within the Springbrook Tertiary Plan area.
  - e. Servicing – (ii) Adequacy of water and wastewater servicing capacity shall be confirmed prior to development approval, and (iii) where water and wastewater servicing improvements are required, cost responsibility and construction requirements will be secured through servicing agreements to the satisfaction of the Region of Peel.
  - f. Stormwater Management – The stormwater management ponds’ size and location will be refined as part of the development approval process for applications within the Springbrook Tertiary Plan.

The 'Low Density 1' land use designation permits residential dwelling types including single detached, semi-detached and townhouse units at a maximum density of 19.5 units per hectare, whereas the proposed two high-rise towers and back-to-back stacked townhouses would achieve a density of 321.8 units per hectare.

It should be noted that the density permitted within the 'Low Density 1' designation is not consistent with the new/emerging planning vision for lands fronting onto Queen Street West in the Springbrook Tertiary Plan area since 2020, where there is existing public transit service and a future Queen Street bus rapid transit (BRT) is proposed. (See Revised Springbrook Tertiary Plan section below).

The proposed development would be supportive of the future BRT transit infrastructure and service. The proposed built form and density are also supported by submitted studies and will enable the achievement of complete communities and provide a variety of housing types in the Springbrook community. The proposed development is also compatible with the surrounding land uses and built form through the submitted urban design brief, sun/shadow study and 45-degree angular plane assessment, which demonstrate an acceptable transition and separation from the proposed high-rise apartments and back-to-back stacked townhouses to the adjacent low-rise residential neighbourhoods. Further refinement of the proposal's built form prescribed in the Draft Zoning By-law Amendment would be undertaken through the site plan approval process.

The proposed development would make efficient use of existing and proposed stormwater and other functional servicing and infrastructure. At the time of writing the Recommendation Report, a comprehensive Functional Servicing Report (FSR) is being finalized to update the existing Functional Servicing Report and Springbrook Stormwater Management Report dated September 2020, prepared in support of the Credit Valley Secondary Plan (SP 45(A)), in support of the proposed increased intensity of use of lands fronting onto Queen Street West in the Springbrook area, which includes part of the subject site. Significant work has been done to advance the comprehensive FSR since the second quarter of 2023, including weekly meetings with the Springbrook Tertiary Plan landowners. There is a high level of confidence that there are servicing solutions for stormwater, water and sanitary systems for the proposed development and subject site that are independent from and do not prejudice development in the remainder of the Tertiary Plan area.

Overall, staff is satisfied with the recommended Official Plan Amendment to the Credit Valley Secondary Plan to facilitate the proposed development.

#### **Revised Springbrook Tertiary Plan:**

With the planning of the future proposed BRT along Queen Street currently underway, the City has proposed an Official Plan Amendment (OPA) to the Credit Valley Secondary Plan (hereinafter “Springbrook Tertiary Plan OPA” or “City-initiated OPA”) to incorporate selected lands fronting onto Queen Street West as part of the revised Springbrook Tertiary Plan. In accordance with the City-initiated OPA, the City is proposing an increased intensity of use of these lands and a more robust planning framework to guide transit-oriented development with good urban design while ensuring there will be adequate servicing capacity to support such increases intensity of use.

The Recommendation Report for the City-initiated OPA is tentatively scheduled to be presented to the Planning and Development Committee (PDC) for consideration and decision for adoption in the third quarter of 2023. While the revised Springbrook Tertiary Plan and associated policies are currently not in effect, it represents an emerging planning policy framework that reflects the emerging planning context with the proposed BRT along Queen Street West.

The subject lands are designated in the draft revised Springbrook Tertiary Plan as the following:

- The northern portion of the subject lands remain designated ‘Low Density Residential’;
- The central portion of the subject lands would be designated ‘Low-Medium Density Residential’; and,
- Of the southerly portions of the subject lands fronting onto Queen Street West, the western portion of these lands at the corner of Queen Street West and Elbern Markell Drive would be designated ‘Mixed Use Medium-High Density Residential’ and the eastern portion be designated ‘Medium Density Residential (Mid-Rise)’.

A conceptual road connects Elbern Markell Drive into the subject lands, with a conceptual trail opportunity also identified connecting the aforementioned conceptual road onto Queen Street West. A Proposed Stormwater Management Pond at the southwestern corner of the subject lands and the Woodland immediately east of the subject lands, both subject to further study, remain from the Credit Valley Secondary Plan’s Modified Tertiary Plan (SP 45(B)).

Additional existing Springbrook Tertiary Plan’s development policies within the Credit Valley Secondary Plan applicable to the proposed development include but are not limited to:

- Section 5.2.7.3 (b) – Lands within the ‘Low-Medium Density’ designation may be developed for a range of detached, semi-detached and townhouse units, in accordance with the ‘Medium Density Residential’ policies of this plan.
- Section 5.2.2 (ii) (‘Medium Density Residential’) – a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted).

New development policies in the draft revised Springbrook Tertiary Plan applicable to the proposed development include but are not limited to:

- ‘Mixed Use Medium-High Residential’ – Lands within this designation shall be developed for mid-rise apartment buildings with a maximum height of 14 storeys, and buildings taller than 12 storeys in height shall provide commercial uses at grade (with the appropriate commercial floor area to be determined through the implementing zoning by-law). The intersection of Queen Street West with Elbern Markell Drive are the gateways to the Tertiary Plan, where buildings within this designation shall be sited and oriented to address these intersections, contribute to the establishment of well-structured focal point, and create a sense of arrival and landmark conditions at these key locations. Site design, landscaping and appropriate buffer treatment will be required to recognize, establish and reinforce the focal significance of this designation.
- ‘Medium Density Residential (Mid-Rise)’ – Lands within this designation shall be developed for mid-rise apartment building ranging in height between five to twelve storeys, and commercial uses may be permitted at grade.
- Servicing and Stormwater Management – In order to coordinate the appropriate provision of municipal services, including storm water management, required to support redevelopment within the Tertiary Plan, landowners within the plan will be required to submit a joint Functional Servicing Report and Storm Water Management Plan (Master Servicing Plan) or alternative, to be approved to the satisfaction of the City and the Region, prior to the approval of any development application within the Tertiary Plan.
- Urban Design – To minimize impact on neighboring properties and on the public realm, transitions between the ‘Medium Density Residential (Mid-rise)’ and ‘Mixed Use Medium-High Density Residential’ buildings, and adjacent properties designated as Low and ‘Low-Medium Density’ will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with the urban design guidelines. Notwithstanding the maximum

height within the 'Medium Density Residential (Mid-rise)' and 'Mixed Use Medium-High Density Residential' designations, buildings should not generally exceed the 45-degree angular plane measurement from the low-rise properties referenced in this plan.

The proposed development on the subject lands include two high-rise residential buildings with 520 suites at 16 and 14 storeys in height on a shared six-storey podium, as well as 130 suites within the six back-to-back stacked townhouses three and a half storeys in height. While the height of the proposed high-rise towers would exceed the 14 and 12 storeys height limit for portions of lands with the relevant proposed designations, a 16- and 14-storey high-rise buildings on a shared podium and the back-to-back stacked townhouses are compatible with the surrounding land uses and built form as demonstrated in the submitted urban design brief, sun/shadow study and 45-degree angular plane assessment. This analysis illustrates an acceptable transition and separation from the new development to the adjacent low-rise residential neighbourhoods to the rear and across Queen Street West. Further refinement of the proposal's architectural details and built form including siting and massing will be undertaken in the site plan process. There are also no commercial uses currently proposed by the applicant; however staff will continue to work with the applicant through the site plan approval process to ensure a building design that allows for ground floor commercial uses to be established in the future within the high-rise building. The recommended Official Plan and Zoning By-law amendments permit such uses while prescribing a convertible public street frontage with high-rise building's ground floor uses.

Furthermore, the revised Springbrook Tertiary Plan identifies the requirement for a Comprehensive Functional Servicing Report covering the lands fronting onto Queen Street West to accommodate their proposed increased intensity of use and density to the satisfaction and approval of the Region of Peel and the City of Brampton. Significant work has been done to advance the comprehensive FSR since the second quarter of 2023, including weekly meetings with the Springbrook Tertiary Plan landowners. At the time of writing the Recommendation Report, there is still some additional work needed to finalize the study; however, there is a high level of confidence that there are servicing solutions for stormwater, water and sanitary systems for the proposed development and subject site that are independent from and do not prejudice development in the remainder of the Tertiary Plan area. (Refer to the "Technical Studies – Functional Servicing and Stormwater Management Report" section below for more details). City staff will bring forward the enacting by-laws for the subject Official Plan and Zoning Bylaw Amendments to Council subsequent to the clearance conditions being met to the satisfaction of the City's Commissioner of Planning, Building and Growth Management.

Overall, staff is satisfied that the proposed development is generally consistent with the emerging planning context for the subject lands in accordance with the draft revised Springbrook Tertiary Plan. Staff recommends prescribing policies in the draft site-specific Official Plan Amendment that generally align with the draft revised Springbrook Tertiary Plan for consistency purposes and introduces a new Policy Area to accommodate selected variances. Therefore, staff supports the approval of the recommended draft Official Plan Amendment as attached to this report as Appendix 10.

### **Block Plan:**

The subject lands are part of Block Plan 45-2 also referred to as the Credit Valley Block Plan. The lands are within the Springbrook Special Study Area. The Block Plan is bounded by Williams Parkway and residential lands to the north, Mississauga Road and existing agricultural lands to the west, Queen Street West and residential lands to the south, and the Springbrook Creek and existing residential lands to the east. Creditview Road bisects the eastern portion of the area and the Huttonville Ravine passes north-south through the western portion of the district.

The Block Plan implements the policies of the City Official Plan and Secondary Plan based on the findings of a number of background studies completed to address environmental, servicing transportation, urban design and growth management considerations. The Block Plan ensures that the development of the new community addresses principles of sustainability and incorporates the principles of the City's Development Guidelines.

The policies related to the northern parts of the subject lands and adjacent properties in the Credit Valley Block Plan 45-2 have been replaced by the recently approved Tertiary Plan, and the policies related to the rest of the subject lands and other adjacent properties in the Block Plan would be replaced by the proposed revised Tertiary Plan. The policies in the Tertiary Plan / proposed revised Tertiary Plan contribute to the Credit Valley Block Plan. Staff considers it appropriate to amend the Block Plan.

### **City of Brampton Zoning By-law:**

The property is zoned 'Residential Hamlet One (RHm1)' in accordance with By-law 270-2004, as amended. This zone permits single detached dwellings, supportive housing residence type 1, purposes accessory to other permitted purposes, a park, a place of worship, a public or private school, a cemetery, a nursing home and a greenhouse/nursery. A Zoning By-law Amendment is required to permit the proposed development.

The recommended Zoning By-law amendment (ZBA) includes three zones – Residential Apartment A (R4A) and Residential Townhouse B (R3B) with site-specific sections, and Open Space (OS) – to permit the proposed high-rise and back-to-back stacked townhouses. The provisions of the site-specific zoning would comply with the draft Official Plan Amendment, and include specific development standards appropriate for the subject site to ensure proper siting of the proposed building, setbacks, and appropriate transitions of building height and massing to mitigate/reduce adverse impacts onto nearby existing and established low-rise residential properties and communities.

It should be noted that the proposed development will be required to go through site plan control to further refine architectural elements including building design and materials.

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

### **Technical Studies**

The following technical reports and studies have been submitted by the applicant to support the proposed development. Also see Appendix 10 for the results of external circulation of the application.

### **Planning Rationale and Justification Report**

The Planning Justification Report prepared by KLM Planning Partners Inc. dated July 2022, with a revised version dated August 2022, was submitted to provide the planning policy context and rationale to support the proposal. The report concludes that the proposed Official Plan Amendment and Zoning By-law Amendment application satisfies the *Planning Act*, are consistent with the Provincial Policy Statement, and conform to and do not conflict with the Growth Plan and the Region of Peel Official Plan. Planning staff has evaluated this report and have found it satisfactory.

### **Angular Plane Analysis and Associated Architectural Drawings**

The original Architectural Drawings, including conceptual floor plans, section and elevation plans and site plans, were prepared by 4 Architecture Inc. and dated July 2022. A revised conceptual Site Plan dated May 24, 2023, and elevation plans (which include a 45-degree angular plane analysis) dated June 15, 2023, were submitted in June 2023 as part of the first resubmission. The revised elevation drawings shows two high-rise towers that are 16 storeys (approximately 52.5 metres) and 14 storeys (approximately 45.5 metres) in height, located on a shared podium six storeys (approximately 21.0 metres) in height, as well as six blocks of back-to-back stacked townhouses that are three and a half storeys in height. The 45-degree angular plane



analysis submitted indicated that the proposed high-rises and the back-to-back stacked townhouses are sited within the angular planes extruding from the northern property line and the southern edge of the Queen Street West right-of-way. Planning staff have evaluated the Angular Plane Analysis and have generally found it satisfactory; its confirmation and assessment with further refinement of the building design will take place at the site plan stage.

### **Arborist Report**

An Arborist Report dated July 12, 2022 was prepared by Strybos Barron King Landscape Architecture to support the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application. The report summarizes the trees inventoried within and immediately adjacent to the property and provides recommendations for preservation in context with the proposed new residential development. The mature coniferous buffer along the north property limit as well as the wooden edge flanking the east property limit are to be preserved and protected throughout the development construction works. Open Space staff have reviewed the application and have no objections to the report for the purpose of the OPA and ZBA application, and will undertake further review as part of the site plan process.

### **Stage 1 and 2 Archeological Assessment**

A Stage 1 and 2 Archeological Assessment dated May 6, 2022 was prepared by ASI. Heritage staff confirmed that the Archeological Assessment requirement for the assessed lands has been satisfied.

### **Scoped Environmental Impact Study**

A scoped Environmental Impact Study (EIS), dated July 2022 and prepared by Beacon Environmental Limited, was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The limits of the woodland on the eastern boundary of the subject property, which is part of the City's Natural Heritage System, were staked by Credit Valley Conservation Authority (CVCA) staff on February 12, 2022, and is separated from the proposed development with a 10-metre buffer. Beacon Environmental concluded that the proposed development would not adversely impact the natural heritage features and ecological functions associated the proposed development provided that the recommended mitigation measures are implemented. Additional enhancements in the form of naturalized plantings will be further detailed at the site plan process. Environmental Planning staff found the study satisfactory and will work on implementation through the site plan approval process.

## **Environmental Site Assessment**

A Phase I Environmental Site Assessment (ESA), dated May 11, 2021, was prepared by Soil Engineers Ltd. The purpose of this study is to identify any potential environmental concern associated with the subject site. Environmental Engineering staff has deemed that the submitted Phase I ESA is now outdated and that a Phase II ESA is required to facilitate the proposed development in accordance with the recommendations from the submitted Phase I ESA, which will determine the presence or absence of any impacts in the site and potential risk assessment and/or remediation plans. In agreement with the City's Environmental Engineering staff, the applicant is required to submit a Letter of Summary of Findings of the Phase II ESA for staff's review and approval prior to Council's decision on the enacting by-laws of the Official Plan and Zoning By-law Amendments.

## **Functional Servicing and Stormwater Management Report**

A Functional Servicing and Stormwater Management Report (FSSMR) prepared by Schaeffers Consulting Engineers, dated June 2022 for the original submission and May 2022 for the first resubmission, was completed and submitted to support the proposed development. The purpose of this report is to provide a water and sanitary servicing and stormwater management plan for the proposed development that will give guidance for the detailed engineering design. The City's Environmental Engineering and Region of Peel staff have reviewed the report, and determined that as part of the broader considerations with respect to the proposed increase of intensity of use for lands fronting Queen Street West in Springbrook, an update to the original Tertiary Plan's Functional Servicing Report (FSR) is required prior to approving the subject proposal's FSR.

A high-level amended Springbrook Tertiary Plan Functional Serving Technical Memorandum dated May 8, 2023 was prepared by T.Y. Lin International Group for the Region of Peel, and thus Regional staff has no objection to the FSR for the subject proposed development.

At the time of writing of the Recommendation Report, the comprehensive Functional Servicing Report (FSR) supporting the revised Springbrook Tertiary Plan has yet to be finalized; however, issues relevant to the proposed development and the subject site have been resolved. The Region of Peel has yet to provide their approval or clearance on the comprehensive FSR in its entirety as there is still some additional work needed on the details related to the proposed solutions; however, Regional staff have provided clearance for the subject proposed development's FSR since there is a high level of confidence that there are solutions for the subject site that are independent from and do not prejudice development in the remainder of the Tertiary Plan area.

In addition, the City's Development Engineering staff have approved in principle the subject application's Functional Servicing Report subject to the following conditions:

- All landowners within the revised Springbrook Tertiary Plan are in agreement with the contents as presented within the comprehensive FSR submitted by the applicant in support of the revised Springbrook Tertiary Plan;
- In the applicant-submitted comprehensive FSR, where lands are proposed to connect to the Region's storm sewer system, the Region of Peel is in agreement with the proposed connections and has established the allowable release rates as reflected in the aforementioned report; and,
- The Credit Valley Conservation Authority and the Region are in agreement with the stormwater management control strategy as proposed by the aforementioned comprehensive FSR.

It is expected that the aforementioned conditions with the FSR will be met in the near future, and City staff will bring forward the enacting by-laws for the subject Official Plan and Zoning Bylaw Amendments to Council for consideration and decision subsequent to these conditions being met to the satisfaction of the City's Commissioner of Planning, Building and Growth Management, and that the appropriate clearance and approvals are received from the Region of Peel.

### **Geotechnical Report**

A Geotechnical Investigation Report, dated September 20, 2022 and prepared by Soil Engineering Ltd., was completed and submitted for the development proposal. The purpose of this report is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of the proposed development. City staff has no objections to this report.

### **Preliminary Environmental Noise Report**

A Preliminary Environmental Noise Report, dated July 13, 2022 and prepared by Jade Acoustics, was completed and submitted for the development proposal. The purpose of this report is to investigate the potential impact of environmental noise on the proposed development and recommend appropriate mitigation measures. City staff has no objections to this report.

### **Sun/Shadow Study**

A Sun/Shadow Study, dated July 5, 2022 and prepared by 4 Architecture Inc., was completed and submitted for the development proposal. The submitted study shows no significant shadow impact to adjacent residential properties and key public realms. To

further help mitigate shadow impact from the proposed high-rise towers and address some of the key residents' concerns raised, Planning and Design staff are recommending a smaller tower floorplate (to a maximum of 800 square metres) so that the shadow casted by the high-rise towers will move quicker throughout the day. Details of the proposed development design, including building massing, will be further reviewed and assessed at Site Plan stage, when Planning and Design staff will further evaluate the impact and work with the applicant for potential solutions to mitigate impact.

### **Traffic Impact Study**

A Traffic Impact Study (TIS), prepared by Paradigm Transportation Solutions Limited and dated June 2022 with a revision dated May 2023, was completed and submitted for the development proposal. The purpose of this report is to assess and analyze existing transportation network and traffic conditions, long-term traffic forecasts and proposed parking supply, and recommend transportation system improvements to mitigate the projected traffic impact if necessary.

The TIS notes that vehicular traffic movements are forecasted to operate at acceptable levels of service up to the 2031 horizon with the net impact from the proposed development to be relatively minor. It is further noted that the future expansion of Mississauga Road from four lanes to six lanes would improve the levels of service and capacity of the Queen Street West and Mississauga Road intersection further to the west of the subject site. Vehicular parking provision and site access for the proposed development were also found to be acceptable and appropriate, and continuation of efforts from the Region and the City to facilitate a modal shift by their residents towards increased active transportation and transit modes will assist in mitigating the adverse impacts of potential increases in vehicular traffic and parking demands.

Traffic Services Staff has deemed the study as acceptable for the purpose of the Official Plan and Zoning By-law Amendment application, and a parking study will be required at site plan if the zoning standards are not met. Regional Staff have no objections to the revised report.

### **Tree Inventory and Preservation Plan**

A Tree Inventory & Preservation Plan, prepared by Strybos Barron King Landscape Architecture and dated August 31, 2021, was completed and submitted to the City to support the proposed development. The study concludes that the mature coniferous buffer along the north property boundary as well as the wooded edge flanking the east property boundary are to be preserved and protected throughout the development construction works. Based on the conceptual Site Plan, 108 healthy table trees on the

subject site and four municipal street trees will require removal, and compensation planting of 169 new trees will be required.

Open Space staff has no objections to the submitted document for the purpose of the Official Plan and Zoning By-law Amendment application.

### **Urban Design Brief**

An Urban Design Brief, prepared by KLM Planning Partners Inc. in collaboration with 4 Architecture Inc. and Strybos Barron King Ltd., and dated July 2022 with a revision dated June 2023, was completed and submitted for the proposed Official Plan Amendment and Zoning By-law Amendment. The Urban Design Brief focuses on principles for site configuration and design, massing and built form, and landscape and architectural treatments at a high level. Planning and Design Staff has no objections to the Urban Design Brief for the purpose of the Official Plan and Zoning By-law Amendment application. Staff expects further revisions and comments on the design the applicant finalizes the detailed design of the proposal through the site plan process in accordance to the final OPA and ZBA.

### **Sustainability Score and Summary:**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The proposed application has a Sustainability Score of 47, which achieves the City's Bronze threshold. City staff will further verify the sustainability score during the site plan process, and work with the applicant to ensure the minimum Bronze threshold is achieved or exceeded.