

Information Summary

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

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional 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.

Planning Act R.S.O 1990

The proposed development has been reviewed for its compliance to matters of provincial interest as identified in **Section 2 of the Planning Act R.S.O 1990** in terms of:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- o) The protection of public health and safety; and*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*
- r) The promotion of built form that*
 - i) is well designed,*
 - ii) encourages a sense of place, and*
 - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

Analysis:

The proposed development promotes the orderly development of safe and healthy communities due to the location of the subject property in the Kennedy Major Transit Station Area. As such, the subject property is located in an area planned for mixed-use, transit-oriented development, and supports housing development of varying forms and densities in the City of Brampton. The proposed development is well designed, as it provides an appropriate height transition from Kennedy Road North to low-density residential uses located easterly from the proposed development. As such, the application satisfies Section 2 (h), (j), (p), and (q) of the Planning Act.

The Traffic Impact Study has been reviewed by City Staff to ensure the access configurations to the site, and existing transportation infrastructure in the vicinity of the subject property can adequately support the demands and safety of future and existing residents in accordance with Section 2 (o) of the Planning Act.

Section 2(f) of the Planning Act requires the adequate provision of sewer and water services. The Region of Peel has indicated that there is insufficient capacity in the sanitary sewer system to accommodate Phase 1 of the proposed development.

City Staff recognize that the addition of applicable policies in the official plan amendment related to the preparation of plans and studies and the use of a Holding (H) symbol for the Phase 1 lands provides the City of Brampton and Region of Peel with the assurance that the appropriate arrangements are in place to coordinate the timing of municipal service delivery in accordance with Section 2 (f).

Staff are satisfied that the proposed development is consistent with matters of provincial interest in the Planning Act.

Provincial Policy Statement, 2020

The proposal was also reviewed for compliance with the **Provincial Policy Statement (PPS)**. The PPS policies that are applicable to this application include:

- *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 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 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;*
- *Section 1.1.2 – Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*
 - *Section 1.1.3.1 Settlement areas shall be the focus of growth and development.*
 - *Section 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
 - a) *Efficiently use land and resources;*
 - b) *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) *Prepare for the impacts of a changing climate;*
 - e) *Support active transportation;*
 - f) *Are transit-supportive, where transit is planned, exists or may be developed; and*
 - g) *Are freight-supportive.*
 - *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, planning authorities shall:*
 - a) *Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) *Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier and*

single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply to residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

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

a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or 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.

Section 1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Section 1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services; and*
 - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;**
- b) ensure that these systems are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. prepares for the impacts of a changing climate;*
 - 3. is feasible and financially viable over their lifecycle; and*
 - 4. protects human health and safety, and the natural environment;**
- c) promote water conservation and water use efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process; and*
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services

Analysis:

The proposed development is located within a settlement area as defined in provincial and municipal planning documents. The subject property is well-suited for intensification, due to its location in the Kennedy Major Transit Station (MTSA). The proposal demonstrates compact built form and supports housing opportunities in Brampton for families of various sizes and income levels through the provision of one-bedroom, two-bedroom, and three-bedroom residential units. The proposal demonstrates an efficient use of land by providing both residential and non-residential land uses, including a grocery store/supermarket to replace the existing Food Basics on the subject property. The proposal supports compact built form in an area suited for intensification and

supported by transit infrastructure. The proposed development satisfies Section 1.1.3.1, 1.1.3.2a, 1.1.3.2c, 1.1.3.2f, and 1.1.3.6.

The proposed residential development will include a range of housing units, from studio to three-bedrooms to attract varying households and income levels. The proposed development will provide seven (7) studio units, 791 one-bedroom units, 309 two-bedroom units, and 75 three-bedroom units in Phase 1. The proposed development will provide a wide range of rental units to suit different households and support the housing stock in the City of Brampton in accordance with Section 1.1.1.b, 1.4.1, and 1.4.3.

The proposed development supports healthy and active communities and provides ample public space to foster community connectivity through the provision of public and private amenity spaces in accordance with Section 1.5.1. This includes the publicly-accessible plaza at the intersection of Kennedy Road and Vodden Street East, neighbourhood nodes in various locations throughout the development to foster social connectivity, and rooftop amenity spaces to serve future residents. The proposal supports a pedestrian-oriented environment through the provision of ground-floor commercial spaces, and podium heights of three to eight storeys to support a pedestrian-scale environment.

Section 1.6.6 of the PPS contains policies that speak to planning for municipal sewage and water services. Within a settlement area, existing municipal sewage services, water services, intensification, and redevelopment shall all be promoted wherever feasible to optimize the use of services. It is currently the responsibility of the Region to ensure that servicing capacity meets both forecasted growth and evolving growth trends within a Major Transit Station Area.

City Staff are satisfied that the requirement in the official plan amendment to submit plans and studies coordinating the phasing of development with the provision of municipal infrastructure will provide the City of Brampton and Region of Peel with the assurance that the appropriate arrangements are in place to coordinate the timing of municipal service delivery.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the Provincial Policy Statement.

2020 Growth Plan for the Greater Golden Horseshoe

The subject lands are within the “Built-Up Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling, and sustained viability of transit services which creates high-quality public open spaces. The proposal was evaluated with regard to the policies in the Growth Plan for the Greater Golden Horseshoe (GGH). The proposed development demonstrates conformity to the following sections of the Growth Plan:

2.2 Policies for Where and How to Grow

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

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

- 2.2.1.2 *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;*

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

e) development will be generally directed away from hazardous lands;

- 2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

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) provide for a more compact built form and a vibrant public realm, including public open spaces;

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

a) planning to accommodate forecasted growth to the horizon of this Plan;

b) planning to achieve the minimum intensification and density targets in this Plan;

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

• 2.2.4.8 All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

a) connections to local and regional transit services to support transit service integration;

b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and

c) commuter pick-up/drop-off areas.

• 2.2.4.9. Within all major transit station areas, development will be supported, where appropriate, by:

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

b) fostering collaboration between public and private sectors, such as joint development projects;

c) providing alternative development standards, such as reduced parking standards; and

d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Analysis:

The proposed development is located on lands that are located in an existing settlement area in accordance with section 2.2.1.2 (d). The development is taking place within a delineated built boundary. The applicants are proposing to develop the site with apartments that incorporate one to three-bedroom units, adding to the overall housing stock in Brampton. This will provide additional choices for people and provides additional

opportunities for housing for people at different stages of life, household sizes, and incomes. In addition, intensifying the site will place residents within walking distance of public services, commercial establishments, transit as well as open spaces and parks facilitating the achievement of complete and healthy communities. This is expected to reduce the number of automobile trips that are generated by the development.

Additionally, the proposal will ensure the City meets the minimum intensification target of 50% within the Built-Up Area in accordance with Section 2.2.2.1.

The proposed development supports the achievement of complete communities in accordance with Section 2.2.1.4 by providing a range of residential unit sizes, and non-residential uses such as ground-floor commercial uses to serve the future residents of the development and residents currently residing in the existing residential area. The development will provide convenient access to a new grocery store/supermarket prior to the completion of phase 3 of the development.

The proposed development is located in the Kennedy Major Transit Station Area and proposes a diverse mix of uses including residential and non-residential uses in accordance with Section 2.2.4.9 (a) of the Growth Plan. The development proposes a reduced parking rate of 0.5 spaces per dwelling unit and 0.2 spaces per visitor for a total parking rate of 0.70 spaces per unit. The proposed parking rate is a reduction from the City's standard of 1.0 parking space per residential unit for multi-unit residential developments in accordance with 2.2.4.9 (c).

Based on the above, staff is satisfied that the proposed Draft Plan of Subdivision, Official Plan, and Zoning By-law amendment are consistent with the policies of the Growth Plan.

Regional Official Plan (April 2022)

The Region of Peel Official Plan facilitates decisions with regard to land use matters, and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the "Urban System" in Schedule E-1: Regional Structure, and the 'Built-Up Area' in Schedule E-3 of the Region of Peel Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

5.4 Growth Management

- *5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.*
- *5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing,*

a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

- *5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.*
- *5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.*

5.4.18 Intensification

- *5.4.18.1 To achieve efficient and compact built forms.*
- *5.4.18.2 To optimize the use of existing infrastructure and services.*
- *5.4.18.3 To revitalize and/or enhance developed areas.*
- *5.4.18.4 To intensify development on underutilized lands.*
- *5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.*
- *5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.*
- *5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*
- *5.4.18.10 Facilitate and promote intensification.*
- *5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.*
- *5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary*

5.6 The Urban System

- *5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*

- 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.
- 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.
- 5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- 5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.
- 5.6.12 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 built forms of urban development and redevelopment.

5.6.19 Major Transit Station Areas

5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

a) Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transitsupportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
- b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
- c) Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
- d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
- e) Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*
- f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
- g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;*
- h) Supports high quality public realm improvements to enhance the Major Transit Station Area;*
- i) Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and*
- j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.*

5.9 Housing

- 5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.*
- 5.9.26 Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:*
 - a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and*

b) where new development is to occur, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.

- 5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.*
- 5.9.36 Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.*

6.5 Water and Wastewater Services

- 6.5.1 To provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.*
- 6.5.2 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.*
- 6.5.3 Ensure that no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.*

Analysis:

The proposed Official Plan and Zoning By-law Amendment supports the policies and objectives of the Region of Peel Official Plan. The proposed development will direct growth to the delineated built-up area as identified in Schedule E-3 of the Official Plan and directs development to the built-up area to meet the Region's intensification requirements. The proposed mixed-use apartment buildings with varying residential unit sizes to support a variety of households and incomes introduces a compact, and higher-intensity residential use that is well-integrated with the existing residential community through enhanced architectural features and built-form.

The proposed development directs growth to the urban system and supports the intensification of the subject lands to introduce additional residential dwelling units in the Kennedy Major Transit Station Area. The proposed development will result in the intensification of lands currently dominated by an expansive asphalt parking lot and

introduces a compactly built form with sensitivity for the needs of the existing community through the future replacement of the existing grocery store prior to the completion of Phase 3 of the development.

The proposed development satisfies policy 5.6.4 by proposing a built form that addresses the Kennedy Road and Vodden Street East streetscape and providing three to eight-storey podium heights to define the street edge and to provide a pedestrian-friendly built form. The proposed development will support sustainable development and reduction of greenhouse gas emissions in accordance with policy 5.6.1 through the intensification of the site and introduction of residential units within 800 metres of Bus Rapid Transit services on Queen Street East.

The proposed high-density development aligns with the objectives for Major Transit Station Areas outlined in policy 5.6.19.18. The proposed built form of the development, with varying building heights and the tallest buildings situated along the Kennedy Road corridor, addresses policy 5.6.19.18 b) of the Region of Peel Official Plan. The development proposes dwelling units of varying sizes, including apartment units and townhouse dwelling units to support a broad choice of housing options in Brampton. The proposal supports the development of complete neighbourhoods through the provision of on-site amenity space and population-serving employment opportunities. The proposed zoning by-law amendment includes minimum standards for the provision of bicycle parking to encourage active transportation in accordance with 5.6.18.18 f). The proposal will enhance the Kennedy MTSA in accordance with the MTSA objectives in the Region of Peel Official Plan.

City Staff recognize that the Region of Peel has indicated there is limited servicing capacity to service Phase 1 of the proposed development. Staff notes that the required sanitary servicing upgrades to accommodate Phase 1 of the proposed development may be satisfied by the Region of Peel 2024 budget request, which will be considered by the Regional Council at the end of 2023. It is staff's understanding that the approval of the Master Plan and associated budget allocation by Council may occur, at which point the project could commence and capacity be in place by the time the applicant seeks subsequent applications (Site Plan Approval/ Issuance of Building Permit).

City staff have included policies in the official plan amendment to require the preparation of plans and studies coordinating the phasing of development. This includes the preparation of plans and studies coordinating the phasing of development with the provision of municipal infrastructure and satisfactory studies that consider municipal infrastructure requirements such as stormwater management, water and wastewater, and transportation and site access. In addition, City Staff recommends that a Holding (H) symbol be placed in the zoning by-law amendment to ensure that a satisfactory Master Servicing Plan that includes phasing and staging requirements for water, wastewater, stormwater, and roads is submitted by the applicant to protect the lands from future development until such time that the appropriate arrangements are made to service Phase 1 of the proposed development. City Staff is satisfied that the above-noted policies in the official plan amendment, and holding (H) symbol satisfies S. 6.5.3 of the Region of Peel Official Plan.

Brampton City Council has endorsed its Municipal Brampton Housing Pledge to support the construction of 113,000 new homes in the City of Brampton by 2031. The City of Brampton is committed to streamlining development approvals and accelerating planning to meet the province's goal of building 1.5 million new homes by 2031. Major Transit Station Areas are strategic areas anticipated to accommodate residential densities to support the province's housing target, and City staff recognize that the Region of Peel is responsible for the timely provision of water and wastewater infrastructure to facilitate housing projects. The City of Brampton looks forward to advancing this mixed-use residential development with the view that the appropriate servicing arrangements will be made in the near future to accommodate the residential intensification required to satisfy municipal and provincial housing targets.

Based on the above, staff is satisfied that the proposed Draft Plan of Subdivision, Official Plan amendment and Zoning By-law amendment are consistent with the policies of the Region of Peel Official Plan.

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 plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper-level planning policies of the PPS, the Growth Plan and the Regional Plan.

The site is designated Residential in the Official Plan. This designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary commercial, institutional and public uses are also permitted.

The City's Retail Structure in the Official Plan identifies the location of land uses primarily involving commercial establishments. This site is designated District Retail within the retail structure as shown on Schedule A2 – Retail Structure. District Retail sites are planned as multi-use developments that offer a wide range of retail, service and community, institutional and recreational uses servicing nearby residential and business areas. Proposals to change the intent of the policies related to this designation requires a market impact/planned function analysis that demonstrates that there is limited need for neighbourhood retail at this location, and the need is satisfied elsewhere. Since the Phase 1 of the application does not significantly change the intended District Retail function of the site, a market impact/planned function analysis was not requested. This analysis will be required when future development applications for subsequent phases for this project are submitted.

The City's Sustainable Planning Framework provides a holistic approach to planning that integrates economic, social, environmental, and cultural elements which includes complete communities that are compact, transit-oriented, and pedestrian-friendly with a

mix of uses and a variety of housing choices, employment, and supporting services and facilities.

An amendment to the Official Plan has been submitted by the applicant to facilitate the proposed development that will provide direction for the development of the site. The application has been evaluated against the following policies in the City of Brampton Official Plan:

- *3.2.4 Major Transit Station Areas Major Transit Station Areas (MTSAs) are generally defined as the area including and around any existing or planned higher order transit station or stop, or the area including and around a major bus depot, generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10 minute walk. Brampton's MTSAs are strategically located along Brampton's rapid transit corridors and the Kitchener GO rail line, and are areas where significant intensification is to be located.*

MTSAs will transition over time into vibrant high density walkable places that include open spaces, services and amenities, employment uses, an attractive public realm, and are located within walking distance or easy access to transit facilities. These areas will become home to new residents and employees that will be able to enjoy the features of a 15-minute neighbourhood.

MTSAs will provide a range and balanced mix of transit-supportive uses and densities that support existing and planned transit and active transportation infrastructure. To achieve the City's affordable housing objectives, a variety of housing options that include a mix of affordable rental and ownership housing types and unit sizes are encouraged to be provided.

The transportation network within MTSAs shall be designed to support and integrate active transportation, local transit services and intermunicipal/inter-regional higher order transit services that will achieve safe and convenient multimodal access for pedestrians and cyclists to stations and the surrounding area.

MTSAs will include new parks, trails, and open spaces to serve residents and employees, including the integration and connection of these spaces with the City's broader parks and trails network.

MTSAs shall be developed with the principle of sustainable development to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. MTSAs are classified into one of two categories within Brampton as shown on Schedule 1b:

- *Primary Major Transit Station Area - areas that have a delineated boundary as shown on Schedule 1b, and can meet or exceed the minimum density target identified in Table 1 of the Official Plan.*

- *3.2.4.1 To enable the development of "Primary" MTSAs as prominent locations for population and employment growth, a minimum number of residents and jobs will be*

applied. The minimum number of residents and jobs combined per hectare for each “Primary” MTSA is outlined in Table 1 - Major Transit Station Areas in Brampton. These minimum population and employment targets are intended to apply collectively across the entire delineated “Primary” MTSA.

Major Transit Station Area (as shown on Schedule 1B)	Type of Major Transit Station Area	High-Order Transit Boulevard	Minimum Density Target (Persons and Jobs per Hectare)
5. Kennedy QUE-2	Primary	Queen Street BRT	160

3.2.5 MTSA Objectives 3.2.5.1 Lands within “Primary” MTSA shall be developed in accordance with the applicable Secondary Plan designation to generally meet the following objectives:

- a) Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of healthy and sustainable complete communities;
- b) Concentrate the highest intensity within close proximity to the transit station or stop, and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;
- c) Provide appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;
- d) Provide an active transportation network throughout, including multimodal access to stations and connections to nearby major trip generators;
- e) Provide a range and mix of housing options, unit sizes and tenure, including affordable housing, to attract a broad range of demographics and to meet local needs;
- f) Provide a variety of institutional, employment and commercial opportunities;
- g) Provide a diverse, equitable and inclusive set of public uses in locations that provide convenient access to all residents and employees;
- h) Provide active ground floor related uses and active street frontages;
- i) Provide an adequate amount of public or private park and open spaces that integrate with and enhance the existing city-wide parks and open space system;
- j) Preserve the natural heritage system, and appropriately integrate cultural heritage resources;
- k) Support high quality public realm improvements;

l) Provide a strategic approach to parking management that will prioritize and incentivize transit use and active transportation, as well as optimize parking utilization through measures including, but not limited to, shared parking;

m) Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and

n) Contribute to building resilient, low-carbon, and green communities.

- 3.2.7 Implementation for “Primary” MTSA The planning, coordination and delivery of infrastructure at all scales will address the development of complete communities. It is important that new residential development in each “Primary” MTSA provides a full range of public realm improvements, community amenities and the required infrastructure to service new population.*

- 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.*

- 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.*

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

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

- 4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.*

- 4.2.7.4 Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:*

- (i) Promote an appropriate massing and conceptual design of buildings;*

- (ii) Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;*

(iii) Encourage the protection and enhancement of safe and attractive built environments;

4.11 Urban Design

• 4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in

• 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

• 4.11.3.2.1 Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule “A”, and subject to the policies of this Plan.

• 4.11.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.

• 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.

• 4.11.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.

• 4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.

• 4.11.3.4.6 An attractive and efficient pedestrian realm is key to the success of mixed-use development. To enhance walkability, compact development form and human scale design shall be employed with particular considerations given to the following:

• Disposition and orientation of buildings eg. siting buildings to frame the street and define edges, orienting at least one entrance to face towards an abutting street and connecting it directly to the sidewalks;

• Providing continuous pedestrian connections by minimising the number of curb cuts;

• Creating interest along the street to make the streetscapes more walkable and attractive; eg. in appropriate locations encourage ground floor retail, restaurants

and other pedestrian friendly uses; creating interesting architectural character and built form specially at street level through massing, staggering frontage, display windows, the use of weather protection features such as awnings and canopies etc.

Analysis:

The proposed residential development consisting of high-rise and mid-rise apartment buildings and townhouses is consistent with the Residential permissions in the Official Plan. An amendment to the Secondary Plan is required to permit medium and high-density residential housing types with non-residential uses, and site-specific density and height provisions. A Draft Official Plan Amendment (Attachment 11) proposes to redesignate the lands to 'High-Density Residential' and 'Special Site Area 6'. The draft Official Plan Amendment permits a maximum density of 3.75 Floor Space Index (FSI), a maximum gross residential density of 465 units per hectare, and height provisions for the proposed apartment buildings.

The proposed application provides a variety of residential unit sizes that take into consideration an appropriate mixture of housing for a range of household incomes and facilitate the formation of complete communities. This satisfies sections 4.2.1.1, 4.2.1.2, and 4.2.1.3 of the Official Plan. On-site amenities are provided for future residents of the development in accordance with section 4.2.1.9.

The subject property is located in the Kennedy Major Transit Station Area and is located in close proximity to the Queen Street Bus Rapid Transit system (BRT). The property, which is currently occupied by the Centennial Mall, consists of the primary mall building and two satellite retail buildings. The proposed development contemplates the intensification of an underutilized, suburban-style commercial property, which primarily consists of single-storey commercial buildings and an expansive asphalt parking lot to support community revitalization in accordance with policy 4.11.3.2.1. The buildings have been designed to address the pedestrian scale, with three to eight-storey podiums provided on Kennedy Road North, and a publicly accessible plaza at the intersection of Vodden Street East and Kennedy Road North to encourage an active street frontage in accordance with policy 4.11.3.4.6.

The proposal has been developed in accordance with the MTSA objectives established in policy 3.2.5.1 of the Official Plan. The compact, high-density development contemplates residential and non-residential uses to support transit ridership, and ground-floor commercial uses, as well as on-site amenity space to contribute to sustainable complete communities. The highest densities are contemplated in close proximity to transit services along the Kennedy Road corridor. Proposed building heights are reduced from 26, 29, and 39 storeys along Kennedy Road, to 6 storeys along Hansen Road North to provide an appropriate transition in height to low-density residential neighbourhoods east of Hansen Road North. The proposed development includes a range of housing options including studio, one-bedroom, two-bedroom, and three-bedroom apartment residential units, in addition to townhouse housing typologies to support housing choices in Brampton. The mixed-use development incorporates both

residential and population-serving employment uses such as retail, office commercial, personal service and restaurant uses. Ground floor commercial uses, and podium heights of three to eight storeys support an active pedestrian environment, and pedestrian and cycling connections and provided throughout the site by way of a series of laneways and new public rights-of-way to facilitate active transportation and connectivity throughout the site.

Staff finds the proposed densities and height satisfactory for the proposed development based on the site's location in the Kennedy Major Transit Station Area, and the proposed built form which integrates well with existing low-density residential uses in surrounding residential neighbourhoods.

Staff is satisfied that the proposed Draft Plan of Subdivision, and Official Plan and Zoning By-law amendment are consistent with the policies of the City of Brampton Official Plan.

Brampton Flowertown Secondary Plan (Area 6):

The property is designated Neighbourhood Retail in the Brampton Flowertown Secondary Plan (Area 6). Lands with this designation shall permit the range of uses and be developed in accordance with the Neighbourhood Retail policies of Section 4.3.5 and other relevant policies of the Official Plan.

An Official Plan Amendment is required to re-designate the lands for high density residential uses to permit densities beyond what is currently permitted in the Secondary Plan. Furthermore, an amendment to the Official Plan is required to permit apartment housing typology.

The property will be re-designated 'High-Density Residential' in the Brampton Flowertown Secondary Plan to account for the increased density proposed for the lands. A 'Special Site Area' designation is proposed with site-specific policies to implement the proposed development, including a maximum gross residential density of 465 units, and Floor Space Index of 3.75.

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

Zoning By-law:

An amendment to the Zoning By-law is required to facilitate the proposed mixed-use development. The lands are currently zoned "*Commercial Three – Section 3065 (C3-3065)*" by By-law 270-2004 as amended.

In order to facilitate the proposed development, the Zoning By-law Amendment proposes to rezone the lands to the '*Residential Apartment B (R4B)*' zone, with site-specific exceptions.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 11 of this report:

Built Form:

There are standards proposed to regulate the built form of the proposed development in the Zoning By-law Amendment, including building height and building setbacks. The regulations that influence built form in the Zoning By-law Amendment support the proposed residential and non-residential uses on the subject property, and ensure the proposed building will be appropriately integrated into the existing residential community. The by-law includes various standards specific to the proposed development that have been reviewed and accepted by staff.

Provincial and Municipal policy trends in land use planning have resulted in the introduction of a policy framework to support higher densities and transit-supportive development in Major Transit Station Areas. Land use planning policy accommodates mixed-use developments at higher densities in MTSAs. The proposed development will result in the intensification of the lands, and will support a transition of densities from higher-density uses on Kennedy Road, to lower-density development along Hansen Road North. Based on the above, staff supports the proposed zoning amendment.

The proposed zoning by-law amendment will include a Holding (H) symbol to ensure that a satisfactory Master Servicing Plan that includes phasing and staging requirements for water, wastewater, stormwater, and roads is submitted by the applicant to protect the lands from future development until such time that the appropriate arrangements are made to service Phase 1 of the proposed development. The Holding provision includes the following conditions:

“3728.5 Holding (H):

- a) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the COMMERCIAL THREE – 3065 (C3 – 3065) zone.
- b) The Holding (H) symbol shall not be removed until the following conditions have been fulfilled:
 - I. A satisfactory Master Servicing Plan that includes phasing and staging requirements for water, wastewater, stormwater, and roads is submitted to the satisfaction of the Region of Peel Commissioner of Public Works and City of Brampton Commissioner of Planning, Building, and Growth Management.”

Technical Requirements:

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

Planning Justification Report

The planning justification report prepared by Gagnon Walker Domes Ltd. was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Bramalea Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Urban Design Brief

An Urban Design Brief was prepared by Graziani + Corazza Architects in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and outline the proposed development objectives and built-form principles as per the City's Urban Design Guidelines.

The Urban Design Brief established principles for the proposed development, which include:

- Compact development
- Active building facades
- Pedestrian-friendly streetscapes
- Active transportation and pedestrian circulation

The Urban Design Brief has been approved by Urban Design staff and is found to be capable of supporting the proposed development.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Counterpoint Engineering in June 2023 to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage.

The Functional Servicing Report has not been approved by the Region of Peel and City of Brampton Engineering staff at this time. Revisions are required for the Functional Servicing Report prior to draft approval of the Draft Plan of Subdivision.

Sanitary

Street 'A' is planned to contain a sanitary sewer that will service the two mixed-use blocks, and the primary mall building will maintain its existing service connection to Hansen Road North. The Region of Peel has confirmed that there is insufficient capacity to service

Phase 1 of the proposed development. Staff have included a provision in the zoning by-law amendment (refer to Attachment 11) which prohibits the use of the subject lands for the uses prescribed in the zoning by-law amendment until such time as the Holding (H) symbol is lifted. The lands are protected from development until such time as the applicant submits a satisfactory Master Servicing Plan that includes phasing and staging requirements for water, wastewater, stormwater, and roads to the satisfaction of the Region of Peel Commissioner of Public Works and the City of Brampton Commissioner of Planning, Building, and Growth Management.

Water

Street 'A' will contain a new watermain to service the Phase 1 lands and will re-service the primary mall building.

Storm Drainage:

A storm drain will be provided in Street 'A' to service the Phase 1 lands, and stormwater controls will be provided to meet stormwater management objectives.

Traffic Impact Study

A Traffic Impact Study was prepared by Nextrans Consulting Engineers in support of the application in June 2023 to assess the potential impact of traffic generated by the proposed development and to identify the mitigation measures required to ensure the road network operates safely, and efficiently upon completion of the project. The Traffic Impact Study analyzes the existing transportation network, consisting of roads, transit, pedestrian access, cyclists, and the operation of existing intersections. Further research was conducted on the future state of these elements of the transportation network. The report concluded that the proposed development can be accommodated by the existing transportation network. No improvements were recommended for arterial road intersections, aside from potential adjustments to signal timings.

Traffic staff have requested updates to the Traffic Impact Study prior to draft approval of the Draft Plan of Subdivision application. Updates to the Traffic Impact Study are required to address the parking rates proposed for the development.

Arborist Report

An Arborist Report was prepared by Kuntz Forestry Consulting Inc. in October 2021. The report documents fifty-seven (57) trees located on the property, and recommends the removal of forty-one (41) trees to accommodate the proposed development. A total of forty-seven (47) replacement trees are required. Details of the new plantings and the tree removal compensation will be addressed during the Site Plan stage. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Appendix 13)

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 application has a Sustainability Score of 45 points, which achieves the City's Bronze threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.

Acoustical Report

An Acoustical Report was prepared by HGC Engineering in November 2021 in support of the development application. Road traffic on Kennedy Road North and Vodden Street East were assessed in the acoustical report. Mitigation measures are recommended in the report, including the provision of central air conditioning and upgraded building constructions for the facades of the proposed buildings. Warning clauses are recommended as well for the property and tenancy agreements. Noise staff have reviewed the noise study and found it satisfactory to support the development proposal.

The noted measures will be implemented at the Site Plan Approval stage.