
Detailed Planning Analysis

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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.

- r) The promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The proposed amendments are consistent with the aforementioned matters by adding a range of housing type options (residential apartments and front loaded street townhouses) for current and future residents in the area and directing intensification to 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. Furthermore, the proposal includes three public streets and a public parkette that, with high quality design and programming, provides additional quality public realm for residents for leisure and to traverse that encourages a sense of place in the community. Lands within the floodplains and woodlots and their associated environmental buffers are also protected from development to ensure safety and protection of ecological systems, features and functions.

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 interests 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;
 - 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 – Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, 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 among other means].
 - Section 2.1.1 – Natural features and areas shall be protected for the long term.
 - Section 2.1.8 – Development and site alteration shall not be permitted on adjacent lands to the natural heritage features... unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

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 along the planned BRT.

The proposed development includes new public streets a public parkette, which helps facilitate active transportation, improve connectivity and foster social interactions in the

community, which contributes to the improvement of health and general well-being of residents.

In addition, the proposal protects natural heritage systems such as woodlands and floodplains/wetlands on the subject lands from the proposed and future development by proposing a 10-metre environmental buffers outside the natural heritage features and tree compensations.

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;
 - e) Development will be generally directed away from hazardous lands.
- 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.
 - Section 4.2.2.6 – Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS and may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.
 - Section 4.2.5 – Municipalities are encouraged to develop a system of public accessible parkland, open space and trails.

The subject site is located within an area that is built up with existing or planned water, wastewater and stormwater infrastructure and adjacent to existing transit and planned frequent transit. The proposed development would introduce new residential housing

types to the 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.

The subject lands include lands with natural heritage features such as woodlot and floodplain / wetlands and lands earmarked for a public parkette. By setting aside these lands, as well as a 10-metre buffer outside sensitive environmental features, the proposal conforms to policies 4.2.2.6 and 4.2.5.

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 and assist in the diversification of Brampton's housing stock. It also protects natural heritage features while providing for public parklands needed in the community. 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 with associated infrastructure and enhanced service currently being proposed. The Region of Peel and the City have been working collaboratively in planning for the future capacity enhancement of municipal functional servicing infrastructure in the area required to support the additional densities contemplated in the area, including those that would service the subject lands. There are existing transit 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 in close proximity to existing schools, transit, a 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. The proposal also conserves the environment through protection of natural heritage features.

City staff has received a letter from the Region of Peel, dated August 25th, 2023, that states their comments and position with respect to the subject application in relation to the status of the Springbrook Tertiary Plan and its supporting FSR. Regional staff note that they consider approval of the application to be premature until such time as the Springbrook Tertiary Plan and Master Servicing Plan are approved. The Region also stated that they cannot confirm that the proposed Official Plan Amendment application meets the exemption criteria. It is noted that the subject development proposal conforms to the proposed Tertiary Plan. Upon enactment of the Tertiary Plan OPA, a site-specific OPA is no longer required for the application.

To address the Region's concerns on servicing constraints:

- City staff will only bring forward the enacting by-laws facilitating the subject development application to Council when the Tertiary Plan FSR has been advanced pursuant to the remaining conditions to the satisfaction of the City of Brampton's Commissioner of Planning, Building and Growth Management, in consultation relevant parties, which will include the Region of Peel, as applicable.
- The Springbrook Tertiary Plan includes Servicing and Stormwater Management policies that require cost apportionment and construction requirements to be secured through cost-sharing agreements, and the policies also require servicing or phasing agreement with developers as conditions of approval to ensure development only proceeds in a manner that does not outpace the provision of sewer, water and stormwater services. The future registered Plan of Subdivision and Site Plan Agreements shall include conditions related to cost appointment, construction requirements and servicing or phasing agreements.
- A 'Holding (H)' provision is also recommended in the recommended draft Zoning By-law Amendment for the developable lands within the subject property, whereby the 'H' would be lifted once the final site-specific FSR is approved by the Region's Commissioner of Public Works and the City's Commissioner of Planning, Building and Growth Management that includes finalized Low Impact Development (LID) mitigation strategies within the subject lands to meet stormwater management requirements. Until the 'Holding (H)' symbol is removed, these lands shall only be used in accordance with the "Residential

Hamlet One (RHM1)” zone in the City of Brampton Zoning By-law 270-2004, as amended.

- Conditions will be included in the approval of the draft plan of subdivision related to the implementation of infrastructure, including cost sharing requirements to guarantee that servicing requirements are appropriately met.

Staff is satisfied that when the enacting by-laws are adopted by Brampton City Council at a later date, and when approvals for subsequent planning and building permit applications are granted in the future, the proposed development conforms to the policies of the Region of Peel Official Plan, including those related policies with respect to healthy communities, efficiently uses resources, located near accessible transportation, and protects the natural heritage features.

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 with 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 when the enacting by-laws are adopted by Brampton City Council at a later date, and when the Draft Conditions of Draft Plan of Subdivision are received from the Region at a later date, the proposed development 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 (12 units per net acre).
 - ‘Medium Density Category’ in the Official Plan – permitting single-detached homes, semi-detached homes and townhouses with a maximum density of 50 units per net hectare (20 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 4.2.1.15 – Brampton shall consider the following natural heritage planning principles in the design of residential development, including:
 - (i) Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features;

- (v) Protection, maintenance and restoration of remaining trees and woodlots; and,
 - (vii) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority to be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management and ecosystem biodiversity.
- 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 4.6.6 – Brampton looks to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible, as well as to buffer adjacent natural areas and identify opportunities to provide and enhance connections. Development and site alteration shall not be permitted on lands adjacent to natural heritage features.
 - Section 4.6.7 – Development and site alteration is generally not permitted within a valleyland or watercourse corridor, and these lands including associated environmental hazards and defined conservation buffers, will be gratuitously conveyed to the City of Brampton.
 - Section 4.6.8 – Development will be in accordance with the City’s Woodlot Development Guidelines and the Province’s Natural Heritage Reference Manual.
 - Section 4.7.2 – Brampton shall develop a system of public parks and recreation facilities to provide the means to support both active and passive recreation pursuits at different scales and levels of accessibility.

- 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 mid-rise apartment building and front loaded street 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 mid-rise building and front loaded street 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 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 28th, 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.

Furthermore, as stated in 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 daylight, 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.

The proposed development 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.

Furthermore, the proposal includes lands for a public parkette, and natural heritage features (woodlands and valleylands), their associated environmental buffers and additional tree compensation areas which are protected from development.

Particularly, a public parkland would be an important community infrastructure for residents in the area that contributes to social cohesion. These lands also offer opportunities for residents to pursue active or passive outdoor leisure activities and/or allow for protection and conservation of environmentally sensitive features. Therefore, the proposal conforms to 'Natural Heritage System' designation and associated policies set out in Sections 4.2.1.15, 4.6.5 and 4.6.7 as well as public parkland policies set out in Section 4.7.2 of the Official Plan.

Credit Valley Secondary Plan

The Credit Valley Secondary Plan was adopted by Council on September 30th, 2002, and approved with modifications by the Ontario Municipal Board on January 14th, 2004 (SP 45 (A)). The Credit Valley Secondary Plan was further amended in accordance with 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 subject lands are located within the Credit Valley Secondary Plan (SP 45). The northeastern portion of the lands are designated 'Low Density 1 Residential', the northwestern portion are designated 'Executive Residential', and the southern portion fronting onto Queen Street West designated 'Springbrook Settlement Area' (SP 45(A)) (refer to Attachment 5A).

The subject lands, except for the small portion fronting onto Queen Street West, are also designated 'Springbrook Tertiary Plan'. Within these lands, the majority of the lands are designated 'Low-Medium Density Residential', with a small corner in the northwest designated 'Low Density Residential' in accordance to the Modified Springbrook Tertiary Plan (SP 45(B)) (refer to Attachment 5B). A 'Woodland', subject to further study, is identified along the northwestern edge of the subject lands as well as a conceptual 'Parkette' in the northeastern portion of the lands.

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 (Springbrook Settlement Area) – The Springbrook Settlement Area is recognized as a historical crossroad hamlet associated with the agricultural settlement of the area, where limited infilling of new residential, service commercial, village crafts and home workshops are permitted in the form a low intensity and low-density development that is consistent with the scale and character of the historic hamlet.
- 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. ‘Low-Medium Density Residential’ uses shall be developed for a range of detached, semi-detached and townhouse units in accordance with the Medium Density Residential policies of this plan.
 - d. 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.

- Section 5.4.2 (Valleylands) – Lands identified as having inherent environmental hazards including flooding and erosion susceptibility and contributing either in the form and function as a valleyland shall be protected from development and remain primarily in natural state.
- Section 5.4.6 (Parkette) – Parkettes provide central common green space within neighbourhoods and key social gathering spaces for residents, and shall be planned as focal points of the neighbourhood. Parkettes shall generally have a minimum of two street frontages and a minimum size of 0.6 to 1.2 hectares (1.5 to 3.0 acres).
- Section 5.4.8 (Terrestrial Features) – Wet meadows, woodlots and other lands with terrestrial features contribute to the ecological integrity of the subwatershed and shall be preserved and treated in accordance with policies in the “Natural Heritage and Environmental Management” section of the Official Plan.

The ‘Low Density 1’ land use designation as identified on Schedule SP45 (A) permits residential dwelling types including single detached, semi-detached and townhouse units at a maximum density of 19.5 units per hectare (Sections 5.2.4.1 and 5.2.7.3(a)). In accordance to Schedule SP45 (B), which supersedes Schedule SP45 (A), lands with superseded land use designation of ‘Low-Medium Density Residential’ shall have a maximum density of 50 units per net residential hectare (20 units per net residential acre) (Section 5.2.7.3 (b)).

The proposed front loaded street townhouses would achieve a density of 52 units per net residential hectare (21 units per net residential acres). It should also be noted that, while the proposed development has a density that exceeds the maximum density prescribed in the Official Plan (Section 4.2.1.2 of Part One: The General Plan and in the Credit Valley Secondary Plan (SP 45) of Part Two: Secondary Plans), Section 1.4 of the Official Plan states that the boundaries between various land uses, specific quantities, proportions, dates and locations of the Plan represent the desired intent of the municipality but are not to be considered as rigid, absolute standards, and sufficient flexibility is intended to permit minor variations without the necessary of a formal amendment to the Plan. Therefore, the density of the proposed development is considered to conform to the Official Plan. The proposed single detached house also conforms to the Credit Valley Secondary Plan.

Lands fronting onto Queen Street West are designated ‘Springbrook Settlement Area’, and the existing land use planning framework currently only permits limited infill that is

consistent with the scale and character of a rural hamlet. It should be noted that such prescribed built pattern and form are not consistent with the new/emerging planning vision for 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, including the mid-rise apartment building fronting onto Queen Street West, 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 mid-rise apartment and front loaded street 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. On September 6, 2023, staff received a revised Tertiary Plan FSR, prepared by Schaeffers Consulting Engineers and dated September 2023. The report has demonstrated that there are viable servicing solutions for stormwater, water and sanitary systems for the proposed development and subject site do not prejudice development in the remainder of the Tertiary Plan area; however there is still some additional work required to finalize the Tertiary Plan FSR. Environmental Engineering staff anticipates the finalized Tertiary Plan FSR will be received in the near future.

The Functional Servicing Report for the subject proposed development and site will also be updated to incorporate onsite stormwater management solutions and Low Impact Development (LID) mitigation strategies, including an underground stormwater facility at the southwest corner of the subject site, and other findings and input from the finalized Tertiary Plan's comprehensive Functional Servicing Report.

In addition, Schedule 45 (B) identifies four new conceptual roads on the subject lands, with conceptual trail opportunities identified connecting a new U-shaped street to the valleyland. 'Valleyland / Watercourse Corridor' is designated on the north-easterly corner as well as 'Woodland' along the northwesterly edge of the subject lands. A conceptual parkette is also identified in the northerly portion of the lands. The proposal has included the aforementioned features with the exception of a street connecting to its westerly neighbouring property – instead a public access easement for a potential driveway is included in the Draft Plan of Subdivision. A private road would meet the intent of providing a transportation connection between the properties.

Overall, staff is satisfied that the proposed development is consistent with the emerging planning context for the subject lands in accordance with the proposed City-initiated Official Plan Amendment to the Credit Valley Secondary Plan. Staff supports the approval of the draft Official Plan Amendment as attached to this report as Attachments 10A and 10B.

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.

A new Supplementary Report to 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 fourth 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 northwest corner of the subject lands remain designated 'Low Density Residential';
- The northerly and north-easterly portions of the subject lands remain designated 'Low-Medium Density Residential'; and,

- The southerly portions of the subject lands fronting onto Queen Street West would be designated 'Medium Density Residential (Mid-Rise)'.

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

- '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 a 12-storey mid-rise building fronting onto Queen Street West which conforms to the proposed 'Medium Density Residential (Mid-Rise)' land use designation and associated policies. As aforementioned in the Credit Valley Secondary Plan section of this Attachment, staff also considers the proposed street townhouses and single detached house to conform to the 'Low-Medium Residential' and 'Low Density Residential' designations and associated policies respectively.

The revised Springbrook Tertiary Plan include a conceptual mid-block connection between Queen Street West and a new east-west street north of Queen (Street 'C' in the Draft Plan of Subdivision). The proposed development has included such

pedestrian mid-block connection on the subject lands, and the details of its design will be addressed in the review of the Plan of Subdivision and Site Plan applications.

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, staff has received a revised Tertiary Plan FSR dated September 2023, and determined that there are still some additional work needed on the details related to the final proposed solution. However, it is demonstrated that there are viable servicing solutions for stormwater, water and sanitary systems for the proposed development and subject site 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). Environmental Engineering staff anticipates the finalized Tertiary Plan FSR will be received in the near future.

The revised Springbrook Tertiary Plan also includes Servicing and Stormwater Management policies that require cost apportionment and construction requirements to be secured through cost-sharing agreements. The aforementioned policies also requires servicing or phasing agreement with developers as conditions of approval to ensure development only proceeds in a manner that does not outpace the provision of sewer, water and stormwater services.

The Functional Servicing Report for the subject proposed development and site will also be updated to incorporate onsite stormwater management solutions and Low Impact Development (LID) mitigation strategies, including an underground stormwater facility at the southwest corner of the subject site, and other findings and input from the updated Tertiary Plan’s comprehensive Functional Servicing Report. City staff received a revised site-specific FSR dated September 1, 2023, and upon review staff has determined that further revision to the report is required.

City staff will bring forward to Council the enacting by-laws for the subject Official Plan and Zoning Bylaw Amendments, which includes a ‘Holding (H)’ provision whereby the ‘H’ would be lifted only once the application’s revised FSR is completed to the satisfaction of the Region of Peel’s Commissioner of Public Works and the City of Brampton’s Commissioner of Planning, Building and Growth Management, subsequent to the clearance conditions for the Tertiary Plan FSR being met to the satisfaction of the City’s Commissioner of Planning, Building and Growth Management, in consultation with the Region of Peel.

Overall, staff is satisfied that the proposed development is consistent with the emerging planning context for the subject lands in accordance to the draft revised Springbrook Tertiary Plan. Therefore, staff supports the approval of the draft Official Plan Amendment as attached to this report as Attachments 10A and 10B.

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 six zones – Residential Apartment A (R4A) zone with two site-specific sections, a Residential Townhouse B (R3B) zone with a site-specific section, a Residential Single Detached A (R1A) zone with a site specific section, Open Space (OS), and Floodplain (F) – to permit the

proposed mid-rise apartments, street townhouses, a single detached house, a new parkette, natural heritage systems and their associated buffers, and a below-grade stormwater management facility.

The provisions of the recommended site-specific zoning comply with the recommended draft Official Plan Amendment, safeguard the location and size of the public parkette, enable the appropriate protection of natural heritage systems, and 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. The public and private access easements to facilitate the pedestrian mid-block connection and future driveway to a neighbouring property in accordance to the Revised Springbrook Tertiary Plan will also be finalized as part of these processes.

As the Functional Servicing Reports are being finalized or under review, staff recommends a 'Holding (H)' symbol be included in the zoning by-law amendment for the developable lands within the subject lands, whereby the 'H' would be lifted once the application's revised site-specific Functional Servicing Report (FSR) is approved by the Region of Peel Commissioner of Public Works and the City of Brampton Commissioner of Planning, Building and Growth Management.

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. The original submission proposes mostly low-rise building types – 32 single-detached houses, seven blocks of front loaded street townhouses containing 45 dwelling units, 22 condominium townhouse units, a public parkette and three public streets. The development concept significantly evolved in after the first resubmission, which, in lieu of the earlier proposed residential uses, includes a ten-storey mid-rise apartment buildings with 412 dwelling units, ten front loaded street townhouses with 61 dwelling units and 2 single detached houses. The second resubmission includes some minor revisions to increase the building height of the mid-rise building to 12 storeys with 434 dwelling units, redistribute the street townhouses into 11 townhouses with 60 dwelling units, and remove one of the two single detached houses.

Refer to Attachment 9 for the results of external circulation of the application.

Planning Justification Report

Candevcon Limited Consulting Engineers & Planners submitted a Planning Justification Report, dated March 20th, 2022 and revised on June 15th, 2020, to provide the planning policy context and rationale to support the original proposal. With the significantly revised development concept, MHBC Planning Ltd. submitted a new Planning Justification Report dated December 22th, 2021 to provide the planning rationale for the proposed increased intensity of use.

The report concludes that the proposed application to amend the Official Plan and Zoning By-law 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 has found it satisfactory.

Angular Plane Analysis and Associated Architectural Drawings

Architectural Drawings, including conceptual floor plans, section and elevation plans for the mid-rise building, as prepared by Architecture Unfolded and dated December 17th, 2021, were submitted to facilitate the revised development concept; revisions dated February 15th, April 24th, August 24th, and September 11th, 2023 were later received.

Concept Plans, prepared by MHBC Planning Ltd. and dated December 21st, 2021, were also received; revisions dated February 6th and August 24th, 2023 were later received. A Draft Plan of Subdivision prepared by MHBC Planning Limited, dated December MHBC Planning Ltd. with revisions dated February 9th, 2023 and August 24th, 2023, was also received. An Angular Plane Analysis, also prepared by MHBC Planning Ltd. and dated May 2023, was also submitted.

The latest revisions submitted as an addendum to the second resubmission includes a 12-storey mid-rise building, eleven blocks of front loaded street townhouses that are three storeys in height, a single detached house, three new public streets and a public parkette. The 45-degree Angular Plane Analysis shows that the proposed mid-rise apartment building and street 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 and Design staff have evaluated the Angular Plane Analysis and Architectural Drawings 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.

Stage 1 and 2 Archeological Assessment

A Stage 1 and 2 Archeological Assessment dated May 6, 2022 was prepared by AMICK Consultants Limited. The report has been entered into the Ontario Public Register of

Archaeological Reports without technical review. Heritage staff confirmed that the Archeological Assessment requirement for the assessed lands has been satisfied.

Environmental Impact Study

An Environmental Impact Study (EIS), dated April 7th, 2020 and revised in December 20th, 2021 and February 23rd, 2023, was prepared by Natural Resource Solutions Inc. The report 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 dripline of the woodlot along the northwestern edge of the property, as well as the boundary of the wetland in the valleyland at the north-easterly corner of the property, were confirmed with Credit Valley Conservation Authority (CVCA) staff on May 30th, 2018, and appropriate 10-metre environmental buffers have been proposed. Reside Dace fish habitats are identified along a reach of Springbrook Creek West Tributary and is within the development constraint limits and an appropriate environmentally buffer; therefore the report suggests the proposed development will not directly or indirectly impact Reside Dace fish or its habitats.

Natural Resource Solutions Inc. concluded that the proposed development would not adversely impact the natural heritage features and ecological functions 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 Assessments and Record of Site Condition

A Phase I Environmental Site Assessment (ESA) dated August 7th, 2018, and a Phase II ESA dated March 20th, 2019, for the subject properties were prepared by EXP Services Inc. and submitted as part of the original submission. A Record of Site Condition for the subject properties were filed in the Environmental Site Registry on May 2nd, 2019. The purpose of an ESA is to identify any potential environmental concern associated with the subject site.

Environmental Engineering staff found the submitted ESAs satisfactory.

Functional Servicing Report

A Functional Servicing Report (FSR) prepared by Trafalgar Engineering, dated December 20th, 2001 with a revision dated February 9th, 2023, were completed and submitted to support the revised development concept that includes a mid-rise residential building and street townhouses. 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 submitted 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 the Springbrook Tertiary Plan area, an update to the original Tertiary Plan's Functional Servicing Report (FSR) is required prior to approving the subject proposal's FSR.

On September 6th, 2023, staff received a revised Tertiary Plan FSR, prepared by Schaeffers Consulting Engineers and dated September 2023. There is still some additional work needed on the details related to the final proposed solutions; however, it is demonstrated there are viable solutions for the subject site, which includes incorporating satisfactory Low Impact Development (LID) mitigation strategies within the subject lands to meet stormwater management requirements in accordance with the Government of Ontario's municipal Consolidated Linear Infrastructure Environmental Compliance Approval (CLI ECA), and that such solutions do not prejudice development in the remainder of the Tertiary Plan area. Environmental Engineering staff anticipates the finalized Tertiary Plan FSR will be received in the near future.

Environmental Engineering staff has identified that the following conditions shall be satisfied prior to the approval of the Tertiary Plan FSR and are also applicable to the site-specific FSR:

- All landowners within the revised Springbrook Tertiary Plan are in agreement with the contents as presented within the comprehensive FSR submitted by the applicant of a nearby development application on lands municipally known as 1724 and 1730 Queen Street West (City File: OZS-2022-0038) in support of the revised Springbrook Tertiary Plan;
- Where lands are proposed to connect to the Region's storm sewer system, the Region of Peel agrees 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 agree on the stormwater management control strategy as proposed by the aforementioned Tertiary Plan's comprehensive FSR.

It is recommended that the enacting by-laws only be forwarded to Council when FSR for the Tertiary Plan has been advanced pursuant to the aforementioned and other remaining conditions to the satisfaction of the Commissioner of Planning, Building and Growth Management, in consultation with the Region of Peel.

A site-specific FSR will also need to address the above conditions and provide further details on the implementation of the principles in the Tertiary Plan FSR, including the design of LID measures. A revised site-specific FSR (separate from the Tertiary Plan FSR) was submitted to the City and Regional staff for review on September 1st, 2023; upon review staff have determined that further revision to the report is required. Hence, a 'Holding (H)' provision is recommended in the recommended draft Zoning By-law Amendment for the developable lands, whereby the 'H' would be lifted once the application's finalized FSR is approved by the Region of Peel's Commissioner of Public Works and the City of Brampton's Commissioner of Planning, Building and Growth Management.

Geotechnical Report

A Geotechnical Investigation Report prepared by Peto MacCallum Limited, dated December 2016 with an addendum dated August 2017, was completed and submitted to support the original application. 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.

Hydrogeological Site Assessment Report

A Hydrogeological Site Assessment Report, dated February 6th, 2023 and prepared by Peto MacCallum Limited, was completed and submitted for the development proposal. The purpose of this report is to provide observations and assessment findings on hydrogeological groundwater related matters and recommendations in support of the proposed development and potential permitting for construction dewatering activities. The report presents their findings and mitigation recommendations including potential Low Impact Development (LID) features be incorporated at the site to compensate for the infiltration deficit. Engineering staff have no objections to this report.

Environmental Noise Report

An Environmental Noise Assessment Report, dated December 20th, 2021 and prepared by SLR Consulting (Canada) Limited, 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.

The Noise Study notes that the incorporation of adequate noise mitigation measures will ensure that the proposed development meets the City's, Region's and the Ontario Ministry of Environment's noise guidelines for indoor and outdoor spaces. No upgraded glazing, with the inclusion of ventilation and warning clause requirements, are required.

Development Engineering staff has no objections to this report.

Sun/Shadow Study

A Sun/Shadow Study, dated December 17th, 2021 and prepared by Architecture Unfounded, was completed and submitted as part of the first resubmission in support of the then- ten-storey mid-rise building. A revised study dated September 11th, 2023 was submitted to incorporate the revised mid-rise building design as a 12-storey building. The submitted study shows no significant shadow impact to adjacent residential properties and key public realms during the spring and autumn equinoxes, including the proposed public parkette and natural heritage system.

To further help mitigate shadow impact from the proposed mid-rise apartment building, Planning and Design staff requested, and the applicant concurred, to reduce height of the portions of the mid-rise apartment adjacent to existing low-rise houses and nearby proposed street townhouses. The current revised concept of the mid-rise building includes a slight increase of height on the portions of the building fronting onto Queen Street West (to 12 storeys), a more generous step-back behind the Queen Street West street wall above the sixth storey, lowered height of the portions of the mid-rise fronting onto the interior side yard to six storeys, and more gradual height transition down towards the proposed street townhouses north of the mid-rise building.

Planning and Design staff has reviewed the Shadow Study, and concluded that study and its findings are acceptable.

Details of the proposed development design will be further reviewed and assessed at Site Plan stage, when Planning and Design staff will further evaluate the shadowing impact upon receiving a revised Shadow Study.

Traffic Impact Study

A Traffic Impact Study (TIS), prepared by NextTrans Consulting Engineers and dated December 20th, 2021 with an addendum dated January 25th, 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 2029 horizon with the net impact from the proposed development to be relatively minor. Traffic signalization at the intersection of Queen Street West and proposed Street 'A' (future extension of Haywood Drive), as well as a southbound left-turn lane along proposed Street 'A' at Queen Street West, are not required.

Traffic Services Staff has deemed the study as acceptable for the purpose of an Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision application.

A Parking Study has not been submitted for the development proposal, as the proposed parking supply in accordance with the submitted TIS exceeds the minimum parking requirement under the current zoning standards. Therefore, the parking provision standards under section 10.9 of the comprehensive Zoning By-law shall apply to the proposed development. In the event that a deficit of vehicular parking spaces are proposed, a Parking Study, prepared in accordance with the City's Terms of Reference and approved by the City's Traffic Services staff, will be required as part of a minor variance application.

Tree Evaluation Report

A Tree Evaluation Report, dated April 7th, 2020 and revised in December 20th, 2021 and February 23rd, 2023, was prepared by Natural Resource Solutions Inc. The report summarizes the 469 trees inventoried within and immediately adjacent to the property, and provides recommendations for their preservation, mitigation and compensation in context with the proposed development.

Of the 460 trees inventoried, 165 are anticipated to be removed while 208 have already been removed. Existing trees within the woodlot and valleyland and their associated buffers are anticipated to be retained. The application is required to compensate for a total of 379 trees or their equivalent in cash-in-lieu payment to the City. Opportunities for compensation plantings on the subject property may include street and park trees, or buffer plantings, and within existing natural heritage features as well as within the tree compensation block/area.

Open Space staff has reviewed the application and have no objections to the report for the purpose of the development application, and will undertake further review as part of the site plan process.

Urban Design Brief

An Urban Design Brief prepared by MHBC Planning, dated December 2021 with a revision dated February 2023, was completed and submitted for the proposed development application. 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 and Draft Plan of Subdivision application.

Sustainability Score and Summary:

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. As the application was submitted before July 1st, 2022, this development application would be subject to the original Sustainability Metrics, Sustainability Score Thresholds, and Sustainability Assessment Tool that were in place prior to the Program update.

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 39, 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.