

**Detailed Planning Analysis**  
**City File Number: OZS-2023-0027**

**Overview**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, 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 (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 Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. The following provides a discussion to these sections.

**Section 2:**

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (e) the supply, efficient use and conservation of energy and water;*
- (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;*
- (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) The adequate provision of a full range of housing, including affordable housing;*
- (m) the co-ordination of planning activities of public bodies;*

*(o) The protection of public health and safety;*

*(p) The appropriate location of growth and development*

*(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;*

*(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 high quality, safe, accessible, attractive, and vibrant.*

Analysis:

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities.

The proposal contemplates a residential use in an existing built-up neighbourhood. The subject area where the proposal is located will be adequately serviced by existing infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act in adjacency to an area planned for redevelopment. The proposed development will contain well-designed and high-quality built form with modern architecture that will enhance the character of Queen Street West with residential intensification in accordance with Section r) of the Planning Act. The proposal maintains consideration for the woodlot to the north-west corner of the site and maintains a large setback for the building to the rear property line satisfying Section a). The use of a public youth shelter maintains the intents of Section m), i), and j) which speak to planning activities of public bodies (Region of Peel Housing Master Plan, Regional OP), adequate provisions of educational, health, social, cultural, and recreational facilities, and adequate provision of a full range of housing including affordable housing respectively.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

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

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

#### *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;*
- f. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society*
- g. Ensuring that necessary infrastructure and public service facilitates are or will be available to meet current and projected needs*
- h. Promoting development and land use patterns that conserve biodiversity*

#### **Analysis:**

The proposal maintains the intent of Section 1.1.1 of the PPS as it promotes efficient use of lands with a density that is suitable for the area (a, c), while accommodating a non-market housing use (b, f) that optimizes the investment of transit (Queen Street BRT) (e) and has consideration for the environment (h) through appropriate performance standards in the zoning by-law amendment.

*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*

*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.*

**Analysis:**

Similar to that of Section 1.1.1 the proposal has a regard for efficient use of lands (given the proposed density), utilizes existing infrastructure, has consideration for the environment, and utilizes active transportation routes in the form of a mixed-use path along Queen Street West and providing bike parking on site. The site also has consideration for being transit supportive as existing transit serves the site with significant improvements coming to transit through a planned Bus Rapid Transit BRT

and increased servicing for local routes. Section 1.1.3.4 is satisfied through appropriate setbacks and landscaping strip requirements to protect the site and provide appropriate screening.

*Section 1.2.1 - A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:*

- h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness 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.*

#### Analysis:

Section 1.4 of the PPS includes policies regarding appropriate provision of housing within the province. Section 1.4.3 identifies the need of municipalities and planning authorities to provide appropriate range and mix of housing including “*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*”. The City of Brampton maintains a housing strategy along with the Region of Peel and the Region’s Housing Master Plan and Peel Housing and Homelessness Plan (further discussion on these documents is provided later in the analysis). Section 1.4.3 (b) provides direction on where and how permitting and the facilitation of housing should be undertaken. The requested use of a youth shelter meets the social, health, economic, and well being of the residents as it provides housing to an underserved community and integrates them into an appropriate area planned for further re-development with compatible uses in the vicinity.

#### *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;*
- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas*

*Section 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.*

*Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*Section 1.6.7.4 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

*Section 1.8.1 – Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- c) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- g) Maximize vegetation within settlement areas, where feasible;*

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

Analysis:

The proposal takes advantage of existing infrastructure present on site and is well serviced. The site is also located along existing bus routes with further improvements planned which will provide multi-jurisdictional transit access (BRT route to Vaughan). While existing trees on site exist and the site maintains similar Natural Heritage designations, through staff technical review and consultation with the Conservation Authority staff have determined that the proposal will have no significant impacts and have implemented appropriate performance standards in the Zoning By-Law for the remaining woodlot feature to the North-West (not in the boundaries of this site) to be protected in the long term.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

#### *1.2.1 – Guiding Principles*

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*

- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

*2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:*

*a) The vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

*c) Within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- iii. Locations with existing or planned transit, with a priority higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public services facilities;*

*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;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces; and*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

*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 2.2.4.11 - In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.*

#### **Analysis:**

The proposed development is located within the settlement area boundary. Section 2.2.1.2 specifies areas for growth and development being within the settlement area boundary with priority to MTSA's and areas along higher order transit corridors. Section 2.2.1.4 identifies the context in which the achievement of complete communities are possible. The proposal provides a new land use in proximity to existing uses such as commercial which will support the proposed development. Further compatible uses are contemplated within the planning area further west (Springbrook Tertiary Plan) with active development applications being proposed with higher densities. The proposal provides housing for at risk youth which improves social equity and their integration into an existing community. The proposal also maintains consideration for active transportation through on-site bike parking and proximity to a multi-use path suitable for biking along Queen Street West.

*Section 2.2.6.1 – Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

- i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
  - ii. establishing targets for affordable ownership housing and rental housing;
- c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;
- d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
- e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.

*Section 2.2.6.2 - 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.

*Section 2.2.6.3 - To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

**Analysis:**

Section 2.2.6.1 provides guidance on minimum housing targets within the planning area. It also identifies the need for municipalities to identify mechanisms to support housing targets along with supporting regional and local Housing and Homelessness Plans and to address housing needs. The proposed youth shelter is consistent with the Growth Plan and supports its housing and intensification policies. The proposed development will help the City of Brampton and Region of Peel achieve its affordable housing targets, help address issues of youth homelessness and contribute to the creation of complete communities with a variety of housing stock.

*Section 2.2.7.1 - New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

*Section 2.2.7.2 - The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and*

*Analysis:*

The proposed development is also located within the Designated Greenfield Area and thus subject to the requirements of Section 2.2.7. As previously noted, the proposed development provides appropriate intensification within the planning area in line with the Growth Plan, while also providing complete communities, and supporting City active transportation goals and in proximity to existing and planned transit services.

*Section 4.2.2.3 - Within the Natural Heritage System for the Growth Plan:*

- a) new development or site alteration will demonstrate that:*
  - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
  - iii. the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

*Section 4.2.2.5 - Upper- and single-tier municipalities may refine provincial mapping of the Natural Heritage System for the Growth Plan at the time of initial implementation in their official plans. For upper-tier municipalities, the initial implementation of provincial mapping may be done separately for each lower-tier municipality. After the Natural Heritage System for the Growth Plan has been implemented in official plans, further refinements may only occur through a municipal comprehensive review.*

*Section 4.2.10.1 - Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*

- a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;*

## Analysis:

The proposed development is within a Natural Heritage feature as identified on local planning documents. It is noted that in consultation with Credit Valley Conservation Authority Staff no significant features are present on site along with culvert upgrades to infrastructure along Queen Street West the site is no longer within the floodplain of the watershed. As such through Section 4.2.2.5 and the new draft Brampton Official Plan document that was approved by Council on November 1, 2023, the relevant schedules have been revised to remove the subject lands from the Natural Heritage related designations. Staff have also integrated the woodlot to the north by providing appropriate performance standards to increase the building setback to the rear property line.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Official Plan Amendment conforms to the policies of the Growth Plan.

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

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” in Schedule E-1: Regional Structure and along a “Local Intensification Area” on Schedule E-2 of the Region of Peel Official Plan. The site is also located within the “Designated Greenfield Area” on Schedule E-3. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

*Section 5.3.1 - Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.*

*Section 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.*

*Section 5.4.3 - To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.*

*Section 5.4.4 - To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*

*Section 5.4.5 - To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*

*Section 5.4.6 - To optimize the use of the existing and planned infrastructure and services.*

*Section 5.4.7 - Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development.*

*Section 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.*

*Section 5.4.9 - To protect and promote human health.*

*Section 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.*

*Section 5.4.12 - Develop compact, transit-supportive communities in Designated Greenfield Areas.*

*Section 5.4.18.4 - To intensify development on underutilized lands*

*Section 5.4.18.5 - To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.*

*Section 5.4.19.1 - To plan and designate greenfields to contribute to complete communities.*

*Section 5.4.19.2 - To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.*

*Section 5.4.19.3 - To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.*

*Section 5.4.19.4 - To protect and enhance the natural environment and resources.*

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

*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 5.6.7 - 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.*

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

*Section 5.6.13 - Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*

#### **Analysis:**

The proposal is located on an underutilized site that is within the Urban System along a Local Intensification Corridor. The site is also located within the Designated Greenfield Area. The proposal provides development in the appropriate area with a density that is suitable for an intensification corridor and respective of the existing built context. The proposal is located along a transit corridor and utilizes existing and planned transit while reducing vehicular dependence by promoting reduced parking on site. The proposal provides and adds to the City's affordable housing stock while supporting Regional and City goals for shelter and vulnerable populations supports.

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

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

*Section 5.9.5 - To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.*

*Section 5.9.6 - To consider barriers to housing, including social and economic factors.*

*Section 5.9.22 - Collaborate with the local municipalities to explore opportunities to prioritize planning approvals for affordable housing developments.*

*Section 5.9.24 - Encourage the local municipalities to consider alternative development and design standards for affordable housing development including reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking management.*

*Section 5.9.30 - Utilize the inventory of Regionally owned land and buildings to identify and maximize opportunities for the development of affordable housing.*

*Section 5.9.33 - Explore opportunities to efficiently use Regional lands by co-locating a mix of uses within affordable housing developments*

*Section 5.9.35 - Ensure that future development of Regionally funded affordable housing supports the creation of compact, complete communities to allow for improved walkability and access to services and amenities including public transit.*

*Section 5.9.36 - Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.*

*Section 5.9.37 - Encourage the local municipalities to enable, through official plan policies and zoning by-laws, special needs and supportive housing, shared housing arrangements, shelter/emergency housing, and innovative and alternative housing options in residential or other suitably zoned lands as appropriate.*

*Section 5.9.46 - Encourage the local municipalities to develop policies in their official plans to support the development of special needs and supportive housing in locations with convenient access to existing or planned infrastructure (e.g. transit), amenities and support services.*

#### Analysis:

The proposed development for a youth shelter is a form of affordable housing provided by the Region of Peel. Section 5.9 of the Regional Official Plan speaks to housing policies within the regional planning area. The proposal maintains consideration for barriers to housing. The youth served by the proposed development would be homeless and as such maintain a barrier to housing. The proposed development takes place in an area with existing residential with higher density and larger variety of uses planned. There are existing uses within the vicinity of the subject site to support the future development such as a commercial plaza to the east and various parks. The proposed development takes place on regionally owned lands and staff through the review of the application have explored various performance standards such as reduced side yards and parking requirements fulfilling the requirements of Section 5.9.24 and 5.9.30. The

primary use of the proposed development is a youth shelter, it has also been indicated that supportive uses will be provided on site to the youth through programming and recreation providing a mix of uses on site (Section 5.9.33). The proposed development is in proximity to existing transit infrastructure through ZUM 561 and Brampton transit routes (Route 1). There is currently higher order transit being proposed along Queen Street (BRT) which will further support the site in the future (Section 5.9.35, 5.9.46). The proposed development is a result of the Peel Housing and Homeless Plan and receives endorsement from the City of Brampton's Concierge Program for Housing thus achieves the Municipalities and Regions goals for housing. Though the timely processing of the subject application the intent of Section 5.9.22 is met.

*Section 5.10.1 - To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.*

*Section 5.10.2 - To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.*

*Section 5.10.7 - To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.*

*Section 5.10.13 - Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets.*

*Section 5.10.14 - Coordinate transportation and land use planning in order to develop context sensitive solutions to accommodate travel demand for all modes in consultation with the appropriate stakeholders.*

*Section 5.10.16 - Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.*

*Section 5.10.34.1 - To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.*

*Section 5.10.34.3 - To support and encourage the connectivity and coordination between transit services.*

*Section 5.10.34.9 – Encourage local municipalities to:*

- a) Promote land uses and site design which foster the safe and efficient use of sustainable transportation modes along local and Regional roads;*



- d) Prioritize transit and active transportation to support future travel demand;*
- f) For new development in Designated Greenfield Areas and redevelopment, create complete streets configurations, densities and an urban form that:
  - i) support walking, cycling and the early integration and sustained viability of transit services; and*
  - ii) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.**

**Analysis:**

Given the use of a public youth shelter it is anticipated that a large amount of interim residents hosted will utilize bikes and transit and the site can be supportive of reducing parking requirements. The subject proposal takes advantage of its location along a local intensification corridor as identified within the ROP. The site is serviced by both existing and planned transit infrastructure in the form of bus routes, rapid bus routes, and higher order transit. The proposal also lends itself to being active transportation supportive by providing on site bike parking along a road that is well suited to support biking given the multi-use path that exists along Queen Street West. Existing (to the east) and planned commercial uses (to the west) exist and support the development and its needs to be well serviced.

*Section 6.3.1 - To contribute to safe, accessible, and healthy communities where people of all ages, backgrounds and capabilities can meet their needs throughout their lives by providing opportunities for emotional, physical, and socio-economic well-being.*

*Section 6.3.13 - Encourage and support the local municipalities in creating and maintaining opportunities for the provision of affordable housing, including special needs, subsidized, and supportive housing.*

*Section 6.3.14 - Utilize the Regional Housing Strategy and Peel Housing and Homelessness Plan to plan for housing, including affordable, special needs, subsidized housing, and supportive housing components, in collaboration with stakeholders and the local municipalities.*

*Section 6.3.20 - Promote and encourage life-skills training and development programs in housing and shelter initiatives that support community empowerment and wellbeing.*

**Analysis:**

The proposal provides youth experiencing homelessness the ability receive human services as identified within the Regional Official Plan. The proposal is supportive of the Regional Housing Strategy and Peel Housing and Homelessness Plan which provides housing to those facing homelessness in addition to other groups. The proposed

development will allow for programming on site to support the development, assistance, empowerment and well-being of those who attend the site.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment and conforms to 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 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 property is designated "Community Area" and "Open Space" on Schedule 1 – City Concept; and "Open Space" and "Residential" on Schedule A – General Land Use Designations of the City of Brampton Official Plan. The property's "Open Space" designation is further refined as "Valleyland/Watercourse Corridor" and "Woodland" on Schedule D – Natural Heritage Features and Areas of the Brampton Official Plan. The proposed Official Plan Amendment and Zoning By-Law Amendment conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

*Section 2.4.2 – Managing Growth in Brampton:*

- a) Maintain an effective development approval process that optimizes the public and economic benefits of growth, while working to provide the necessary services and infrastructure to serve residents and businesses today and in the future;*
- b) Promote balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density and mixed-use development in the Central Area, including the Urban Growth Centre, along intensification corridors and around mobility hubs and major transit station areas and by designating sufficient commercial lands;*
- c) Direct a portion of new residential development annually to within the built- up area;*
- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*
- f) Promote the efficient use of existing City and Regional services and infrastructure.*

*Section 3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*

- (i) Accommodate a significant portion of population and employment growth;*
- (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- (iv) Support transit, walking and cycling for everyday activities;*
- (v) Develop in a compact form that will efficiently use land and resources,*
- (vi) Optimize the use of existing and new infrastructure and services;*
- (vii) Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- (viii) Achieve an appropriate transition of built form to adjacent areas.*

*Section 3.2.2.2 - Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.*

*Section 3.3 - In Brampton, the most important major corridors or the Main Street Primary Corridors are Hurontario/Main Street and Queen Street East and West which will receive the highest level of design attention*

#### *Section 4.2 – Residential:*

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
- (v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

*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.*

*Section 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.*

*The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories:*

**New Housing Mix and Density Categories**

<b>DENSITY CATEGORY</b>	<b>MAXIMUM DENSITY</b>	<b>PERMITTED HOUSING TYPES</b>
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

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

*Section 4.2.1.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.*

Analysis:

The proposed development directs development to the appropriate area along an intensification corridor. The proposal supports transit both in existing and planned forms and is supportive of active transportation goals. The proposal maintains consideration for the built form of the existing and planned re-development area and proposes a height of 4 storeys which is an appropriate transition to the existing low-rise residential located further east. The proposal also adds to the diversity of land uses and assists in achieving housing goals as contemplated by S. 4.2 (vii). It is also noted that Section 3.3 of the Official Plan notes that Queen Street West should receive the highest level of design attention in order to enhance the City’s image. As such the architectural treatment currently proposed (and further refined at Site Plan) is supportive of S.3.3).

*Section 4.2.6.1 - The City shall continue to support and approve social housing projects within new development areas and older residential neighbourhoods, where appropriate.*

*Section 4.2.6.2 - The City shall support Peel Living in its efforts to provide accommodation for families, individuals, senior citizens and persons with disabilities according to recognized need.*

*Section 4.2.6.11 - The City shall have regard for the need for group homes, and other forms of supportive housing and shall provide opportunities for their establishment. In this regard, the City may create these opportunities on a planning area basis.*

*Section 4.2.6.13 - Council shall direct staff to review opportunities for the development of group homes when 60 percent of the potential opportunities in the City have been utilized. Staff will report to Council within one year of this direction and recommend appropriate strategies regarding adequate opportunities for this type of housing.*

*Section 4.5.4.2 - Brampton Transit's hierarchy of transit services along various corridors will consist of the following three major transit corridor designations as shown on Schedule "C", and a fourth "Community Transit Services" category, not designated on Schedule "C", as described below:*

- *Bus Rapid Transit (BRT) Corridors: high-frequency services on key north-south and east-west spines designed initially as BRT corridors with flexibility to be operated as LRT corridors, linking major destinations both within and beyond the City. Peak headways are targeted at being 5 minutes or less, and transit priority is ensured via design and signal systems;*

*Section 4.5.4.6 - The City shall use transit infrastructure to help shape growth in a way that will support transit use and reduce traffic congestions.*

*Section 4.5.4.11 - The City shall protect planned Bus Rapid Transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way, which are identified in this Plan as opportunities for the construction of rapid transit lines, dedicated bus lanes or HOV lanes.*

Analysis:

Section 4.2.6 provides guidance on Special Housing Needs. It is noted that staff shall support applications for social housing within new and existing residential areas where appropriate. As the site is serviced by existing transit, with further transit being planned, along with proximity to existing and planned uses, staff are of the opinion that the location for the proposed development is appropriate. As the site will service youth experiencing homelessness, with limited financial means, it is anticipated that these individuals will rely on both transit and active transportation methods. Given the site is located along Queen Street West with a future BRT planned and active transportation

infrastructure located through the multi-use trail along Queen Street West, the site is appropriate from a transportation perspective. The site is located in proximity to existing neighborhoods and will provide the youth utilizing the shelter integration into society and providing a neighborhood of various socioeconomic backgrounds.

*Section 4.6.6.1 - The precise boundaries and alignments of natural heritage features and areas as indicated on Schedule "D" will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.*

*Section 4.6.6.6 - In cases where further approved studies, conducted in accordance with the Conservation Authorities, the Region of Peel, and relevant agencies, have evaluated a natural heritage feature or area identified on Schedule "D" to be not significant, the natural heritage feature may be reverted to the relevant adjacent land use designation without the need for an amendment to this Plan except in the case of a feature that is within the Core Areas of the Regional Greenlands System.*

*Section 4.6.6.8 - Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule "D" unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.*

*Section 4.6.6.10 - The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.*

Analysis:

The proposed development seeks to re-designate the subject lands from "Open Space" to "Residential" and "Communities" on Schedule A and Schedule 1 respectively. Through Section 4.6.6.6 and active consultation with the local conservation authority (Credit Valley Conservation) both through technical circulation and site visits it has been determined that due to recent culvert upgrades along Queen Street West, the site is no longer within the floodplain and the site designated as Open Space are now suitable for development. It is also noted that through the new Brampton Official Plan the site is no longer designated as containing natural heritage features and has been removed from the coordinating schedules. The proposed Official Plan is in line with conservation authority recommendations and will be in line with the both the existing and new Brampton Official Plans.

Based on the above, the re-designation of the subject lands from "Open Space" to "Residential" and "Communities" on Schedule A and Schedule 1 and the removal of the

subject lands from the “Valleyland/Watercourse Corridor” and “Woodland” on Schedule D within the Brampton Official Plan respectively are supportable.

**Credit Valley Secondary Plan (Area 45):**

The proposed development is located within the Credit Valley Secondary Plan. The property is designated “Low Density 2 Residential” and “Primary Valleyland” in the Secondary Plan. The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

*Section 5.2.1.1 - The various residential designations shown on Schedule SP45(a) are categories in which the predominant 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.*

*Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations, except in the Executive Residential designation, where only complementary uses as set out in Section 5.2.5.4 (ii) of this Chapter shall be permitted, provided that they are integrated in an appropriate manner with adjacent residential uses.*

*Section 5.2.1.2 - Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed and submitted to the City of Brampton.*

*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.*

*5.2.1.4 Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable.*

*5.2.1.5 Existing buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.*

*5.2.5.1 In areas designated Low Density 2 Residential on Schedule SP45(a) the following shall apply, subject to Section 5.2.1 of this Chapter:*

- i) permitted uses shall include single-detached, semi-detached and townhouse structure types;*
- ii) a maximum combined density of 28 units per net residential hectare (11 units per net residential acre) shall be permitted, and,*

- iii) *a minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;*
- iv) *notwithstanding the provisions of Section 5.2.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision. In addition, at least 60% of the overall development within the Low Density 2 Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall development within Low Density 2 designation shall be single detached structural units.*

**Analysis:**

It is proposed that this site be developed while maintaining the 'Low Density 2' residential designation within the Secondary Plan – with an amendment to add a Special Policy. The Special Policy will facilitate the use, density and height of the intended four storey building, given that Section 5.2.1.1 this designation is to typically be low-density residential forms, including single-detached, semi-detached and townhouse units.

*Section 5.4.1.1 - Lands included within the Open Space designation are shown schematically or symbolically on Schedule SP45(a). The locations, configurations and boundaries of these lands shall be confirmed through detailed studies and plans, as part of the Block Plan Process, and may be revised without further amendment to this Chapter. These studies may include:*

- i) *An Environmental Implementation Report;*
- ii) *An Environmental Impact Study;*
- iii) *A Stormwater Management Study;*
- iv) *A Tree Conservation Plan; and,*
- v) *A Functional Servicing Report.*

*Section 5.4.1.2 - Natural features such as trees and hedgerows determined, through detailed evaluation, to be worthy of preservation, shall be protected and incorporated into the parkland system and development projects, wherever possible.*

*Section 5.4.2.1 - Lands designated Valleyland on Schedule SP45(a) have been identified as having inherent environmental hazards including flood and erosion susceptibility and contributing either in form and function as a Primary Valleyland, or in function as a Secondary Valleyland to the ecological integrity of the Credit River, Huttonville Creek, Springbrook Creek and 8b Subwatersheds.*

*Section 5.4.2.2 - Lands designated Primary Valleyland on Schedule SP45(a) shall be protected from development and remain primarily in a natural state, or be utilized for*



*complementary uses in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan and generally in accordance with the recommendations of the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998). These natural corridors include the Huttonville Ravine Environmentally Sensitive Area identified on Schedule D of the Official Plan. The extent of the Primary Valleyland and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report*

*5.4.2.7 The illumination of parking facilities shall be directed away from nearby Valleylands to minimize disturbance to wildlife.*

Analysis:

The proposed development contemplates the removal of the subject lands from the “Primary Valleyland” designation and re-designate the site as a Special Policy Area. As per Section 5.4.2.2 staff and the applicant have consulted with the CVC and have determined that the current designations of the site with respect to the Valleyland do not reflect upgrades to culverts along Queen Street West. As such the re-designation of this section of the site is supported from a technical perspective and based on the conservation authority’s expertise. The new Brampton Official Plan is also noted to remove the natural heritage designation from this site.

The site is required to undergo an Official Plan Amendment to remove the “Primary Valleyland” designation and redesignate the “Low Density 2” designation to a Special Policy Area. It is noted that under the new Brampton Official Plan Section 2.3.313 notes that non-market housing (which would include the proposed youth shelter use) would be permitted as of right within all designations that permit residential uses.

An amendment to the Secondary Plan designations will be required to facilitate the proposed development.

### **Spring Valley Community Block Plan**

The subject site is located within the Spring Valley Community Block Plan (Sub Area 45-3) and maintains two sets of Community Design Guidelines in the form of Architectural Guidelines and Landscape Guidelines.

The Spring Valley Community Block Plan notes that the Site is subject to a Tertiary Plan, and the southern portion of the Site includes Valleyland. As previously noted, CVC staff have indicated that recent updates to the culvert along Queen Street West has removed the valleyland-associated flood risk to the southern portion of the Site.

Section 7 of the Architectural Guidelines include policies related to public, commercial, and community buildings. It notes that building massing should be distinctive and characteristic of the functions and uses enclosed while also integrated with community

architecture. Policies within the document provide further guidance on regarding setbacks, vehicular access and parking, pedestrian walkways and access, service areas and garbage, building urban design, architectural forms, massing, street edge, building interiors, building materials and colours, visual prominent, and the mitigation of noise, light and smells, signage, and fencing and site landscaping. These policies encourage buildings closer to the street edge, coherent access for both vehicles and pedestrians, and a high level of landscaping to enhance the quality of the development. As per Section 8.2, public or community buildings to be built within the Spring Valley Community are also subject to an Architectural Control, which is integrated in the Site Plan Approval process. The Landscape Design Guidelines that are provided are poised towards subdivision development thus not relevant to the site all though considerations at site plan review will be undertaken.

### **Brampton Plan 2023 (Council Endorsed)**

Brampton Plan is the new Official Plan document for the City of Brampton. On November 1<sup>st</sup>, 2023 City Council adopted the plan and it is currently serving its appeal period and will then subsequently be reviewed by the Region of Peel prior to full enactment. The site is notably designated as “Community Areas” on Schedule 1A – City Structure and “Neighbourhoods” on Schedule 2 – Designations. The site has been removed from the “Natural Heritage” designations on Schedule 1A, 2, and 6A as a result of the culvert improvements on Queen Street West.

The new Brampton Official Plan introduces the use of “non-market housing” and is defined as the following:

*Non-Market Housing means affordable housing that is owned or subsidized by government, a non-profit housing corporation, or a housing cooperative; whereby it is not solely market driven. Examples include transitional housing, emergency housing and rent-geared-to-income housing.*

With the new Official Plan policies have also been provided to support the integration of the new designation within the city. The following is but is not limited to policy that would applicable to the subject application:

*Section 3.3.1.7 - The City will collaborate with other levels of government and community organizations in eliminating homelessness and housing precarity through safe, stable, and affordable housing opportunities and strategies for homeless youth, singles, and families and other low income households at risk of housing instability*

*Section 3.3.1.8 The following uses will be permitted in all designations of Brampton Plan that permit residential uses:*

- a. Non-market housing, including emergency shelters, women’s shelters, youth shelters, family shelters and transitional housing.*

- b. *Emergency shelters, drop-in centers, soup kitchens, and other urgent or dayuse services.*

*Section 3.3.1.11 - Infill and intensification are supported in a variety of forms, including missing middle housing, senior housing and multigenerational housing, to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible.*

Analysis:

As per the policies within the new Brampton Plan, the proposed development falls in line with being supported by the Official Plan. As per Section 3.3.1.8 non-market housing (including youth shelters) would be permitted in any designation that already permits residential uses such as “Communities” in which this site is designated. Staff also note that the site has had its Natural Heritage designations removed as no significant features are present on site.

Furthermore, the subject application is consistent with the new Brampton Plan.

### **Peel Housing and Homelessness Plan 2021 Annual Report (2018 – 2028) & Region of Peel Housing Master Plan**

The Region of Peel is the Service Manager for the affordable housing system in Peel. The affordable housing system includes subsidized and affordable rental housing that is owned and operated by the Region of Peel, Peel Housing Corporation (known as Peel Living) and other non-profit and co-operative housing providers. Beyond bricks and mortar, the affordable housing system provides financial assistance and access to social and health supports to those who are precariously housed or homeless.

As Service Manager, the Region of Peel is required by the provincial government to develop and implement a 10-year Housing and Homelessness Plan. Peel's 10-year plan was developed and approved by Regional Council in April 2018.

Based on the 2021 annual report an increase of 26.9% shelter use for Emergency/Temporary Housing was recorded. 14% of all shelter users within the Region are noted as youth. This includes Lack of transitional support for Youth/ Victims of Family Violence, human trafficking victims, . It is anticipated that this value has increased significantly due to growth within the Region over the past 2 years. To provide adequate housing to those affected the Region is required to have the following in place:

- Safe, stable temporary housing to address immediate needs.
- Quicker access to permanent housing
- Transitional units for youth and Victims of Family Violence

The proposal contemplates is supportive of the Region's directive as it provides transitional units for those youth experiencing homelessness and/or violence. As identified in both the Peel Housing and Homelessness Plan and Peel Housing Master Plan a need for a Permanent Brampton Youth Shelter to replace the interim shelter located at 3458 Queen Street East is required.

### **Housing Brampton – Housing Strategy and Action Plan (April 2021)**

The Brampton 2040 vision as endorsed by council suggests that Brampton adopt a comprehensive housing strategy to address housing needs of all residents from all socio-economic backgrounds.

Housing Brampton aims to address two common concerns with housing: a lack of affordable housing, which generally leads to measures to build more affordable housing through subsidies or regulatory tools; as well as available housing being unaffordable, which normally leads to measures to incentivize and legalize the construction of more housing of all shapes and sizes. Housing Brampton recognizes that Brampton's housing issues are multifaceted, and therefore warrant multiple solutions, a comprehensive strategy and sustained and concerted efforts by all stakeholders involved. As such, the focus of the housing strategy project has evolved to include both facilitating the creation of affordable housing and improving housing choice. The strategy aims to address housing issues in all contexts - greenfield development as well as strategic intensification in the built-up areas. Under Section 5.10.1 and 5.10.4 staff are guided to develop tailored solutions for improving the City's core housing needs, such as youth homelessness and provide a development approval process including streamlining or fast tracking of priority projects such as the one contemplated by this report. Section 5.10.7 also recommends that staff advocate for funding support from provincial and federal governments. This application is subject to funding secured through CMHC National Housing Strategy: National Housing Co-Investment Fund.

The key recommendations of Housing Brampton include the following:

1. Reduce Barriers to Supply of Housing
2. Make Full Use of Regulatory Tools
3. Incorporate Equity
4. Collaborate with the Non-Profit Sector
5. Advocate for the Right Housing
6. Demonstrate Innovation

The proposed development seeks to reduce barriers to supply of housing. Through an expedited review of the subject application staff have worked closely with the applicant to ensure the development can proceed on a timely basis. The proposal and with staff supporting the use provides an advocacy to any resident of Brampton's right to housing by providing much needed housing to an underserved demographic in an appropriate area for the subject use. It is noted that 26% of households on the Region's Centralized Waitlist (CWL) are from Brampton.

Furthermore, within Housing Brampton there are four priority “Big Move” recommendations that are as follows:

1. Purpose-built Rental Housing
2. Use of Public Land for Housing
3. Attainable Home-ownership Options
4. Clear Housing Targets

The proposed development utilizes already owned land by the Regional Municipality of Peel which is currently underutilized and vacant and provides a much-needed use to serve youth experiencing homelessness within the Region and City of Brampton.

The proposed development meets and achieves the goals of Housing Brampton – Housing Strategy and Action Plan.

### **Zoning By-law**

The subject site is currently zoned ‘Residential Hamlet One (RHM1)’ by By-Law 270-2004, as amended. An amendment to the Zoning By-Law is required.

### **Analysis: Zoning By-law Amendment**

The subject property is zoned ‘Residential Hamlet One’ (RHM1) as per Zoning By-law 270-2004, as amended. Permitted uses include a single detached dwelling, supportive housing type 1, and nonresidential uses such as but not limited to park, playground, recreational area, community center. A Zoning By-law amendment is required to permit the proposed development.

The proposed Zoning By-law Amendment will rezone the subject lands to ‘Residential Apartment A’ zone with a special section (R4A-XXXX). The special sections will include performance standards to regulate permitted uses, building height, building setbacks, parking requirements and minimum landscape strips. The minimum landscape strips will allow for appropriate buffering of the use, the reduction in parking is a result of the proposed use having reduced requirements for staff, and a large rear yard setback is proposed to accommodate the woodlot to the north. The proposed zoning by-law amendment also places a holding provision on the property which will be lifted upon satisfactory access arrangements to the properties immediately adjacent to the subject site.

### **Technical Studies**

The following technical requirements have been satisfied:

## **Planning Justification Report**

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

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

A Functional Servicing and Stormwater Management Report was prepared by Arcadis IBI Group, dated March 3, 2023. The purpose of the report was to assess whether the proposed development could be supported by the current sanitary drainage, storm drainage, water supply, and utility systems. As the Site is currently vacant, there are currently no flows contributing to the municipal sanitary sewer. The proposed development will include a 150mm diameter service connection to the existing 600mm municipal sewer along Queen Street West. Water supply for the proposed development will be provided from a new service connection to the existing 150mm diameter water main along Queen Street West. A hydrant flow test was completed by BA Fire Safety on June 8, 2021, which indicated that the municipal system is adequate to provide water supply for domestic water consumption purposes. Region of Peel staff have reviewed the report and identified no indication of capacity constraints.

## **Environmental Site Assessment(s)**

A Phase 1 Environmental Site Assessment (ESA) was completed by EnVision Consultants Limited, and a subsequent report was prepared dated August, 2023. The purpose of the assessment was to identify the presence or absence of potential environmental concerns within the study area (the Site). Based on the findings of the Phase 1 ESA, no further investigations were deemed necessary at the time.

## **Archaeological Assessment**

A Stage 1 Archaeological Assessment was conducted by Archaeological Services Inc. (ASI) and a subsequent report was prepared dated June 7, 2022. The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth- and twentieth-century settlement trends. The findings of the Stage 1 assessment revealed the potential for both Indigenous and Euro-Canadian archaeological resources on the site. As such, a Stage 2 Archaeological Assessment was required in accordance with Ministry of Heritage, Sports, Tourism, and Culture Industries 2011 Standards and Guidelines for Consultant Archaeologists.

The Stage 2 field assessment was conducted on September 1, 2023, by means of test pit survey at five-metre intervals, increased to ten metres when disturbance was encountered. Despite careful scrutiny, no archaeological resources were encountered during the survey. It is recommended that no further archaeological assessment be required. A letter on Entry into the Ontario Public Register of Archaeological Reports has been received.

## **Arborist Report**

Arcadis IBI Group was retained by Peel Housing Corporation (“PHC”) for the preparation of this Arborist Report and accompanying Tree Removal and Protection Plan for the property of 1358 Queen Street West, Brampton, Ontario. The report identifies all trees within the limits of work, and within 6.0 m offset of the subject property.

A total of one hundred eighty-one (181) were inventoried and reported in the Existing Tree Identification Table (TPD-1) as forty-five (45) individual trees and twenty (20) groups (each specimen identified). Twenty-three (23) trees were inventoried on adjacent properties or at the property boundary. Three species were a mix of deciduous and coniferous vegetation, native and non-native species, which appear to be a mix of planted and natural growth.

The proposed works are anticipated to cause the removal of one hundred and seventy-seven (177) trees. Thirty six (36) of the trees proposed to be removed are considered dead and are not included in the calculation for compensation values. Of the one hundred and forty-one (141) trees remaining, twenty-three (23) trees are less than 15cm DBH and are also excluded from compensation calculations. One hundred and eighteen (118) trees, greater than 15cm DBH are alive, will be removed and will require compensation as outlined in Section 5 Compensation Requirements. A total of four (4) trees within the vicinity of the proposed work will be preserved.