

Detailed Planning Analysis

City File Number: OZS-2023-0021

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Queen Street Corridor Secondary Plan (SP36) provide direction and policies that encourage the development of a transit-oriented community that promotes protection of employment lands, superior community design, and the creation of complete communities. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act

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. This proposal has regard for the following specific matters of provincial interest:

Criteria to be Considered	Analysis
(h) the orderly development of safe and healthy communities;	The proposal represents orderly development as it will make efficient use of the land.
(j) the adequate provision of a full range of housing, including affordable housing;	The proposal enhances the City's housing supply by introducing a mix of market housing options. The development will provide 1,586 residential apartment units in Downtown Brampton.
(k) the adequate provision of employment opportunities;	The proposed development includes retail uses at grade along the two buildings fronting Queen Street East, an office building and a daycare which will provide employment opportunities for existing and future residents.
(p) the appropriate location of growth and development;	The proposal is within an appropriate location for growth and development as it is located within an Urban Growth Centre and the Kennedy Major Transit Station Area (MTSA).
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed intensification of the subject lands has the potential to encourage active transportation as it is located within an MTSA and along the Queen BRT.
(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;	The proposal will contain well-designed and high-quality built form consisting of mixed uses. In addition, the proposal will require Site Plan Approval which will allow these objectives to be reviewed in greater detail.

The proposed development to facilitate a mixed-use development is considered to be appropriate. It will make efficient use of the land and aligns with the intended growth visioned for the area as it is located within an Urban Growth Centre and MTSA. The subject lands are designated Central Area Mixed Use" in the Queen Street Secondary Plan (Area 36) which

intends for high density mixed uses. As such, Staff are satisfied that the proposed development has regard for matters of provincial interest in the *Planning Act*.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement* sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement (PPS).

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;

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;

1.1.3.1 Settlement areas shall be the focus of growth and development.

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;

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.

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.

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.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and

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;

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 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.

1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services; and

2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;

b) ensure that these systems are provided in a manner that:

1. *can be sustained by the water resources upon which such services rely;*
2. *prepares for the impacts of a changing climate;*
3. *is feasible and financially viable over their lifecycle; and*
4. *protects human health and safety, and the natural environment;*

d) integrate servicing and land use considerations at all stages of the planning process;

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.

1.6.6.4 Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development.

At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.

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.

Analysis: Provincial Policy Statement

The proposed development is consistent with the surrounding land use patterns and promotes efficient development and land use patterns over the long term by focusing development in an MTSA and Urban Growth Centre that will connect with existing municipal infrastructure, services and amenities in accordance with Sections 1.1.1, 1.1.2, and 1.6.7.4 the *Provincial Policy Statement*.

The proposed Zoning By-law Amendment contemplates the development of the subject lands from vacant lands to permit four (4) 35-storey residential apartment buildings with the northernly buildings located along Queen Street providing retail uses at grade and one (1) 4-storey office building the incorporates new public roads. The proposed residential units and office space contribute to diversifying the City's housing stock and aids in creating complete communities in accordance with Sections 1.3.1 and 1.4.3 of the *Provincial Policy Statement*.

Section 1.6.6 of the PPS contains policies that speak to planning for municipal sewage and water services. Within a settlement area, existing municipal sewage services, water services, intensification and redevelopment shall all be promoted wherever feasible to optimize the use of services. It is currently the responsibility of the Region to ensure that servicing capacity meets both forecasted growth and evolving growth trends within an Urban Growth Centre. The Region has informed City staff and the applicant that there is limited water and sanitary sewer capacity to support the proposed development. Staff recommends that a “Holding (H)” symbol is added to the site-specific Zoning By-law amendment for the subject lands, for the purposes of requesting satisfactory materials be provided to City and Regional staff regarding servicing capacity constraints (water and sanitary) and the Functional Servicing Report. Generally, 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, 2020

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:

2.2.1 (2) Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations 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;*

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

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces*

2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) encourage intensification generally throughout the delineated built-up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

2.2.3 (1) Urban growth centres will be planned:

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) to accommodate significant population and employment growth.*

2.2.3 (2) Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:

- b) 200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

2.2.4 (3) Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- a) 200 residents and jobs combined per hectare for those that are served by subways;*
- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*

2.2.4 (9) Within all major transit station areas, development will be supported, where appropriate, by:

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

2.2.5 (3) Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

Analysis: Growth Plan

The property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a built-up area that is planned to accommodate this type of growth, has good access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.1(2)(c) of the Growth Plan. The proposed development is also located within Brampton's Urban Growth Centre and is directly serviced by existing transit provided by Brampton Transit along Queen Street. A minimum density target of 200 residents and jobs combined per hectare is required in the Urban Growth Centre, the development will provide 2,196 residents and jobs per hectare, which will exceed the minimum target. The minimum density target of 160 people and jobs per hectare is required within the Kennedy MTSA. An estimate of 4,425 people, which includes 2,196 residents and jobs per hectare will be provided. The scale of the development prioritizes intensification and provides an appropriate transition of built form within a transit corridor, while providing a mix of housing and commercial uses to support complete communities. This satisfies section 2.2.1 (2)(a) and (c), as well as 2.2.3 (1) and (2) of the Growth Plan.

Staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources, and provides a basis for efficiently managing growth.

The subject property is located within the “Urban Growth Centre”, “Urban System” as per Schedule and “Built-Up Area” as per Schedule E-1 and E-3, and is located along the “BRT” planned on Queen Street as depicted on Schedule F-1. The subject property is also situated within a Primary Major Transit Station Area (MTSA) & Local Intensification Corridor as per Schedule E-2 and E-5. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

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.

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

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

5.4.7 Promote 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.

5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.3 To revitalize and/or enhance developed areas.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

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

5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

5.6.18.1 To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services.

5.6.18.4 To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

5.6.18.5 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of Urban Growth Centres, in accordance with the Growth Plan requirements as shown on Schedules E-1 and E-2, and address the following:

a) provide opportunities for compact built forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in local municipal official plans, and

b) encourage residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the GTHA.

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

5.6.19.3 Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.

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

5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.

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

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

b) Secondary Major Transit Station Area – Areas delineated in this Plan that are constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership. Secondary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

c) Planned Major Transit Station Area – Areas identified in this plan which are intended to become Major Transit Station Areas, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.

6.5.1 To provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.

6.5.2 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.

6.5.3 No development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.

Analysis: Region of Peel Official Plan

The subject parcel is located within the “Urban System” as delineated in Schedule E-1 of the Region of Peel Official Plan which is composed of a variety of communities that contain diverse living, working and cultural opportunities.

The subject lands are located within “Strategic Growth Areas” identified on Schedule E-2 of the Region of Peel Official Plan which direct new development to these areas to encourage a mix of uses and opportunities through intensification and higher density development. The Strategic Growth Areas establish a hierarchy for which the highest densities and scale of development will be directed with the first being “Urban Growth Centres” and “Major Transit Station Areas”.

The subject lands are located within “Urban Growth Centres” identified on Schedule E-1 of the Region of Peel Official Plan as focal areas for investment in region-wide infrastructure and include compact built forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities.

The subject lands are located within a “Primary Major Transit Station Area & Local Intensification Corridor” as per Schedule E-2 and E-5. Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can

meet or exceed the minimum transit supportive density target. As shown on Schedule F-1 of the Region of Peel Official Plan, the Queen Bus Rapid Transit is planned along Queen Street.

The proposed Zoning By-law amendment will permit the use of the land for four (4) 35-storey residential apartment buildings and one (1) 4-storey office building. Overall, Staff are satisfied that the site design will result in the redevelopment of an underutilized site into a compact built form that is transit-oriented, while creating an attractive public realm surrounding the development.

The Region is responsible for the supply and distribution of water and the collection and disposal of sanitary sewage, pursuant to policy 6.5.1 which outlines the need to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities. Pursuant to policy 6.5.2, full municipal sewage and water services to accommodate growth in the Urban System, subject to regional financial and physical capabilities is required. Further, pursuant to policy 6.5., it states that “no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available. Given the aforementioned, ensuring adequate sanitary servicing capacity is available to accommodate the intensification and transformation of the Urban Growth Centre is a key function and governance responsibility of the Region of Peel.

The Region has indicated a wastewater servicing study for the Queen Street Corridor is being undertaken where servicing recommendations will be provided to accommodate future growth of the Queen Street Corridor.

Thus, City and Regional staff are supportive of a Holding (H) Symbol to the zoning by-law amendment, in order to ensure the appropriate phasing and servicing requirements for wastewater is met by the applicant and satisfies policy 6.5.3 of the Region of Peel Official Plan.

Staff is satisfied the proposed amendment is consistent with the policies and intent of the Region of Peel Official Plan.

City of Brampton Official Plan

The subject lands are designated as “Central Area” on Schedule A and are located within the “Urban Growth Centre” on Schedule 1A of the City of Brampton Official Plan. An amendment to the Official Plan is not required. The policies that are applicable to the site include but are not limited to the following:

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;*

- (iii) Provide high quality public open spaces;*
- (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.*

3.2.3.1 Development within Major Transit Station Areas, Primary Intensification Corridors and Secondary Intensification Corridors located within the Central Area are not subject to policies 3.2.4.1, 3.2.6.2 and 3.2.6.5.

3.2.3.2 The Urban Growth Centre shall be planned to achieve a minimum density of 200 person and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.

3.2.3.3 Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.

3.2.3.4 Opportunities to exceed the maximum height and/or density currently permitted within the Secondary Plan or Zoning By-law within the Central Area and Urban Growth Centre shall be considered subject to the provisions of section 5.12.

4.1.2 The Central Area, including the Urban Growth Centre, as designated on Schedules “1” and “A”, serves as the major location for free-standing or mixed-use development including:

- (i) A full range of office, retail and service activities;*
- (ii) A variety of residential uses;*
- (iii) Entertainment and cultural uses such as movie theatres, museums,*
- (iv) art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City;*
- (v) Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
- (vi) A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- (vii) Major transit infrastructure.*

4.1.4 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan.

4.1.5 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the

extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.

4.1.8 Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following:

- Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;*
- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;*
- Provision of special services or facilities; and,*
- Capital or infrastructure improvements necessary to promote new development or sustain existing development including provisions to address emergency preparedness and risk management.*

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

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

4.2.1.8 Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

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

4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) Variety of housing types and architectural styles;*
- (ii) Siting and building setbacks;*
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;*

- (vi) Incorporation of multiple unit dwellings and apartments; and,*
- (vii) Landscaping and fencing on private property.*

These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

4.3.2.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

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

4.11.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.

4.11.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

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

- Disposition and orientation of buildings eg. siting buildings to frame the street and define edges, orienting at least one entrance to face towards an abutting street and connecting it directly to the sidewalks;*
- Providing continuous pedestrian connections by minimising the number of curb cuts;*
- Creating interest along the street to make the streetscapes more walkable and attractive; eg. in appropriate locations encourage ground floor retail, restaurants and other pedestrian friendly uses; creating interesting architectural character and built form specially at street level through massing, staggering frontage, display windows, the use of weather protection features such as awnings and canopies etc.*

4.11.4.7 When utilizing the implementation tools stated in Section 4.11.4.3, all development and redevelopment will be subject to the consideration of the following elements: (i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.

(ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.

(iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

(iv) Diversity: How the physical development promotes a diversity of design, form and use.

(vii) Scale: How the physical development utilizes spatial definition techniques to emphasise and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.

(viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian and bicycle movement.

xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions. Where the use of buffer is required, the following design considerations shall be heeded:

- Planting, grading and building orientation shall be used to the greatest possible extent;*
- Associated walls and fences shall be unobtrusive and proportioned to the local setting;*
- Buffer components used in the original design shall be of long term maintainability; and,*
- Buffer shall contribute to environmental features.*

Analysis: City of Brampton Official Plan

The “Central Area” designation is highlighted as a significant corridor in the City of Brampton Official Plan that contains a wide range of land uses where significant public investment to improve the pedestrian environment and upgrade transit has occurred to revitalize the area. A significant portion of the “Central Area” is designated as an “Urban Growth Centre” which further attests to the importance of Brampton’s Central Area in both the Regional and Provincial urban structure. The Growth Plan designates Downtown Brampton as an “Urban Growth Centre” where growth will be concentrated.

Section 3.2.3 of the City of Brampton Official Plan states that the vision for the “Central Area” and “Urban Growth Centre” is to continue reinforcing its role as a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. A vibrant mixed use Urban Growth Centre will include planning to achieve a minimum gross density of 200 people and jobs combined per hectare, in a healthy balance that allows residents to live and work in close proximity.

The development proposes four mixed-use high rise apartment buildings consisting of retail, daycare, and residential uses and an office building on the subject lands which is consistent with the intended vision of the area. The proposal will enhance and contribute towards revitalizing the character of the area. Additionally, the subject lands are located within an MTSA and along the BRT utilizing the existing transportation infrastructure and encourages active transportation. Increased pedestrian activity is anticipated as a result of the proposed development contributing to active transportation and economic vitality. As such, staff are of the opinion that the proposed Zoning By-law Amendment meets the intent of the Brampton Official Plan.

Council-adopted Official Plan, Brampton Plan

City Council adopted the City of Brampton’s new Official Plan, Brampton Plan, on November 1, 2023. The newly adopted Brampton Plan will be undergoing an approval process with the Region of Peel. Within the new plan, the subject lands are designated “Community Areas”

(Schedule 1A), “QUE-2 Primary MTSA” (Schedule 1B), “Mixed-use” (Schedule 2), “Downtown Brampton Urban Growth Centre” (Schedule 5), and “Mixed-use (high-rise mixed-use), potential mid-block connection, proposed public or private street network” (Schedule 13e). Although not fully enforced, the development application was reviewed regarding the new plan and considered the following applicable policies:

2.1.2.1 The elements that help shape our city and are the basis for our growth management hierarchy, as shown on Schedule 1 and further described in Part 2.2, are defined as follows:

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

e. Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.

2.1.2.2 The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.

2.1.2.3 A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.

2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.

2.1.2.19 (a) Intensification in Brampton will be accommodated by directing intensification, with the highest densities and heights primarily to Centres, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas

2.1.2.26 To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre which includes the City’s Urban Growth Centre (200 residents and jobs combined per hectare by 2031).

2.1.2.27 Centres will be designated as Mixed-Use on Schedule 2 through subsequent planning studies to provide appropriate use, form, and intensity requirements.

2.2.1.1 (a) The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres,

hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.

2.2.4.15 Lands within Primary Major Transit Station Areas will be developed in accordance with the applicable Secondary-Level Plan designation to generally meet the following objectives:

- a. Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of healthy and sustainable complete communities;*
- b. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;*
- e. Provide a range and mix of housing options, unit sizes and tenure, including affordable housing, to attract a broad range of demographics and to meet local needs;*
- f. Provide a variety of institutional, employment and commercial opportunities;*
- h. Provide active ground floor related uses and active street frontages;*
- k. Support high quality public realm improvements;*

3.4.2.28 Frequent transit will support connections to Centres, Boulevards, and Mixed-Use Areas along Corridors.

Chapter 4: Major Transit Station Area Policies – Mixed-Use Areas (low-rise, mid-rise, and high-rise)

The following policies implement a framework to facilitate transit-supportive development in Primary Major Transit Station Areas. They include policies for authorized uses of land, buildings and structures and minimum densities. The following policies are to be read in conjunction with all other Chapters of this Plan. Until such time as Secondary Plan policies are implemented for each Primary Major Transit Station Area, the policies in Chapter 4 take precedent over any land use and minimum density Secondary Plan policies that apply to the lands located within a Primary Major Transit Station Area.

- a) The 'Mixed-Use Areas (Low Rise, Mid-Rise and High-Rise)' land use designations on Schedules 13A-13N will be developed in accordance with the Mixed-Use Area policies of this Plan.*
- b) Commercial and retail uses are required to be provided at grade to activate the frontage along all Primary Urban Boulevards, Secondary Urban Boulevards, and Corridors. Residential uses on the ground floor are permitted along all other streets and along any rear/side property lines that do not have frontage on Primary Urban Boulevards, Secondary Urban Boulevards, and Corridors.*

Analysis: Brampton Plan

With regards to the above policies, the development proposal would contribute to the intended growth in creating complete communities within the Urban Growth Centre and Primary Major Transit Station Area by providing a mix of residential, commercial and office uses while intensifying the lands.

The Draft Zoning By-Law Amendment application would conform to the above noted policies.

Queen Street Corridor Secondary Plan (Area 36)

The subject property is designated “Central Area Mixed Use” in the Queen Street Secondary Plan (Area 36). An amendment to the Secondary Plan is not required. The policies that are applicable to the site include but are not limited to the following:

5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. The City shall encourage a mix of uses within each proposed development, including active commercial uses at-grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term.

5.1.2.2 The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses.

5.1.1.4 An increase beyond the maximum density specified by policy 5.1.2.2, policy 5.1.2.7 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.

5.8.1.1 The development of lands within this area shall act as a transition between the industrial uses to the south and the full range and higher intensity and mix of uses envisaged for the balance of the “Central Area Mixed Use” designation adjacent to the Special Policy Area. The land use permissions, urban design and streetscape principles shall support this transition.

5.8.1.2 Notwithstanding the land use permission set out by the Central Area Mixed Use Designation under section 5.1.2 of this document, within Special Policy Area 1, the following sensitive land uses shall not be permitted: permanent and seasonal residences, hotels/motels, nursing/retirement homes, rental residences, hospitals, campgrounds, schools (except for technical or business schools), places of worship, group homes, lodging houses, day care and community centres.

5.8.1.3 Pedestrian-friendly streets shall be established through design of the street realm and the adjacent built form.

5.8.1.4 The design of Eastern Avenue shall include enhanced boulevard treatment along the north side to provide a “green” edge to the “Central Mixed Use” area. Such landscape treatment shall include, but not be limited to, double row trees, additional ground plantings in the boulevard and corner treatments, and street pedestrian crossing treatments. A larger building setback will be sought for development along Eastern Avenue to provide additional area for landscaping and support the desired “green” edge to the Central Mixed Use district.

5.8.1.5 Hansen Road and Rutherford Road shall have urban characteristics with buildings close to the streetline and a greater extent of hard-surfaced landscaping in the boulevard.

5.8.1.6 Development proposals within the Special Policy Area 1 will be required to contribute to the streetscape improvements in the public right-of-way along their associated street frontages, as a condition of approval of the OP2006- 027 OP2006-027 OP2006-027 OP2006-027 OP2006-027 OP2006-027 OP2006-027

5.8.1.7 The built form shall address the street and create an urban, pedestrian friendly street edge, with the majority of the property frontage on primary collector and minor arterial streets occupied by built form.

5.8.1.8 Buildings shall present an active building face to the street, through provision of storefronts, main entrances, clear glazing windows. To encourage street activity, the provision of patios facing the street, between the building and sidewalk is encouraged for restaurant uses.

5.8.1.9 Building design shall be to a high standard and use high quality building materials.

6.2.4 Ultimate redevelopment of the Secondary Plan Area may require the following major additions, road improvements and extensions to the road network and shall be subject to the policies referenced in Section 6.2.5 of this Plan and the policies, technical guidelines and ecological considerations of the appropriate conservation authority:

(viii) As a condition of development approval on lands located within the quadrant bounded by Queen Street East, Eastern Avenue/Clark Boulevard, Kennedy Road South and Highway 410, the applicants will be required to:

- Convey, as appropriate, the necessary property, and;*
- Build and/or provide financial contributions to the City, as appropriate, towards the development of new roads to facilitate the development of a new urban collector road network as shown schematically on Schedule SP36(B) – Transportation Elements.*
The final road alignment will be determined at the development approval stage.

The submission of a comprehensive Functional Servicing Report to the satisfaction of the City shall be required as a condition of development approval for any redevelopment proposal within this area, unless otherwise determined by the City in consultation with the Region of Peel.

(ix) Where redevelopment of lands fronting the north side of Queen Street East, between Kennedy Road North and Highway Number 410 is contemplated, as a condition of development approval, applicants shall convey, as appropriate, the necessary property and construct a public laneway at the rear of the property and to connect to Queen Street as further shown on Appendix D to this Plan. If a public laneway is not feasible as determined by the City, then the laneway may be constructed as a private laneway, and the applicant shall be responsible for providing the necessary easements and making other arrangements as may be necessary, to the satisfaction of the City. The final alignment and ownership of the laneway will be determined at the development approval stage.

(x) The City may acquire lands required to implement the roads and laneways identified in 6.2.4(viii) and (ix), respectively when such lands cannot be obtained through the development approval process with respect to any development proposal contemplated in 6.2.4(viii) and/or (ix). Costs for such acquisition(s) may be sought through the development approval process with respect to such development proposal if the resulting development will be served by any new roads and/or laneways identified in 6.2.4(viii) and (ix), respectively which are implemented as a result of such acquisition(s).

6.6.1 The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development/redevelopment within the Secondary Plan Area. This flexible approach is based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.

7.2 New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

8.2.2 All physical development and redevelopment activity in the Queen Street Corridor Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.

8.2.3 To the west of Highway Number 410, the City shall promote development which reinforces the district character principles of: vertical landmark definition of built form in the Highway Number 410/Queen Street Primary Office Node, transition from highway commercial to urban store front, mixed-use projects, pedestrian and transit accessibility, streetscape improvements and improved signage standards.

8.2.4 It is the first principle of this Plan to promote Queen Street East as a pedestrian-oriented corridor, framed by multi-storey buildings that provide for a majority of street-related commercial uses at grade. The City shall prefer that lands with direct frontage onto Queen Street East be developed for a mix of uses, and a minimum height of 4 storeys.

8.2.6 The City will also explore and promote the creation of complete, pedestrian-oriented streets internally within sites, where comprehensive, transformative redevelopment is proposed or is possible, and where the size and configuration of the site permits this opportunity. In these cases, the City will encourage multi-storey commercial or mixed-use buildings with street-related uses located at-grade to frame the internal streets.

9.1.5 Where new low-rise commercial buildings exceeding the maximum gross floor area permitted in the Zoning By-law are proposed, including a significant expansion of an existing

building, major reconstruction with additional floor area and/or any new infill pad building, the development may be permitted, provided:

- a) A proposed low-rise commercial development shall not be located within the Queen Street East frontage, generally defined as any lands within approximately 50 metres of the Queen Street East street line;*
- b) The proposed development implements the urban form character principles in Section 8.2 and the applicable Interim Design Guidelines in Appendix B;*
- c) A long-term phasing or development concept including sitespecific design guidelines is submitted to the City's satisfaction, to illustrate how the proposed development will be able to transition and intensify over the long term to achieve the land use and density requirements of the Central Area Mixed-Use designation under Section 5.1.2;*
- d) The development is planned to support implementation of the long-term road network and considers consolidated access; and,*
- e) Any proposed retail warehouse use shall only be permitted if it is integrated into a multi-storey mixed-use building.*

Analysis: Queen Street Corridor Secondary Plan (Area 36)

The site is located within the Special Policy Area One – Eastern Industrial Transition. Pursuant to policy 5.8.1.2 Notwithstanding the land use permission set out by the Central Area Mixed Use Designation under section 5.1.2 of this document, within Special Policy Area 1, the following sensitive land uses shall not be permitted: permanent and seasonal residences, hotels/motels, nursing/retirement homes, rental residences, hospitals, campgrounds, schools (except for technical or business schools), places of worship, group homes, lodging houses, day care and community centres. A rezoning by-law amendment will be required to permit residential uses for the mixed-use development. The development will implement new public roads as streetscape improvements to create a block pattern that is desirable for intensification and human scaled transit-oriented mixed-use development. In addition to this, pursuant to policy 5.8.1.7 the built form shall address the street and create an urban, pedestrian friendly street edge, with the majority of the property frontage on primary collector and minor arterial streets occupied by built form. The land use permissions, urban design and streetscape principles of the development will support the Special Policy Area One: Clark-Eastern Industrial Transition area.

The proposed mix-use high-density development satisfies the above noted policies with respect to densities and uses. The subject lands will be developed for mixed residential, retail and office uses. Additionally, the proposed development represents a maximum permitted density (FSI) of 6.0 which will require a rezoning to permit the increased FSI. As per Schedule B of the Secondary Plan, two public local roads are planned. The first public local road is a north-south road connecting Queen Street East to a new east-west public local road to be constructed partly on the southern half of the subject lands. The proposed development will accommodate both planned roads. The development proposal is appropriate for the emerging planned land use context and evolving character of the Queen Street Corridor Plan, which also considers the adjacent and existing low density industrial uses, and how such uses may transition over time to a new mix of residential, employment and commercial uses. It also promotes the character of Queen Street as a strong pedestrian and transit environment.

Through the technical review of the subject property, Staff are of the opinion that requirements of Section 5.1.1.4 of the Secondary Plan are met and the contemplated FSI increase is supportable from a planning perspective. As such staff are of the opinion that the proposed Zoning By-Law Amendment meets the intent of the Queen Street Corridor Secondary Plan.

City of Brampton Zoning By-law 270-2004

The subject property is zoned “Downtown Commercial One, Special Section 3521 (DC1(H)-3521)” as per Zoning By-law 270-2004, as amended. The Downtown Commercial Zone permits commercial and residential uses. A Zoning By-law amendment is required to create a new site-specific Downtown Commercial One (DC1) zone, subject to Holding (H) provisions.

Analysis: Zoning By-law Amendment

An amendment to the Zoning By-law is required to facilitate the proposed higher densities of this mixed-use development which include, but are not limited to: building height, setbacks, lot depth and vehicle and bicycle parking requirements.

The proposed Zoning By-law Amendment maintains the Downtown Commercial One, Special Section 3521 Zone deletes all of the existing provisions within Special Section 3521, as they are specific to a medical development that was formerly approved for the subject site, and replaces Special Section 3521 with a mixed-use site specific development standards for the proposal. Staff recommends that a “Holding (H)” symbol is added to the site-specific Zoning By-law amendment for the subject lands, for the purposes of: Site Servicing, Functional Servicing Report, Draft Plan of Subdivision and Regional Waste Collection.

A copy of the draft Zoning By-law Amendment is included in Appendix 10.
Staff are satisfied with the proposed Zoning By-law Amendment.

Technical Studies Submitted in Support of the Application

The applicant has submitted the following for technical reviews from city staff and external agencies in support of the rezoning application:

Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by Schaeffers Consulting Engineers, dated and March 2023 in support of this application. City of Brampton Environment and Development Engineering provided a comments memo to the applicant dated January 12th, 2023 outlining outstanding storm servicing and stormwater management requirements to be revised within the Functional Servicing Report. Staff are agreeable to the approval of the zoning by-law, provided that the “Holding (H)” symbol is applied. The “H” will be removed by staff once receive and approve a revised Functional Servicing Report.

Planning Justification Report

A Planning Justification Report was prepared by SGL Planning & Design for Hampton Development Corporation dated March 2023, was submitted to provide the planning policy context and rationale to support the proposal. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, City of Brampton Official Plan, Brampton Plan, and the Queen Street Corridor Secondary Avenue Plan are satisfied. The

proposal represents good planning in the public interest. Planning staff have evaluated this study and have found it satisfactory.

Traffic Impact Study

A Traffic Impact Study was prepared by Paradigm Transportation Solutions Limited dated April 2023. The study provides an assessment of traffic, the proposed new municipal roads and development impacts. A revised study is required. Staff confirmed that the Traffic Impact Study will not be a Holding provision rather, it will be a condition of Subdivision draft approval, and will be finalized before site plan approval.

Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study was prepared by Valcoustics Canada Limited dated January 30, 2023. The study provides an overview of sound levels that have been determined and are comparable to compliance standards of the Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits, in order to determine noise mitigate measures. Staff advises that the subject lands be designated as a Class 4 Noise Area pursuant to the Provincial Noise Guidelines (NPC - 300) as administered by the Ministry of Environment, Conservation and Parks (MECP). Staff recommends that a "Holding (H)" symbol is added to the site-specific Zoning By-law amendment for the subject lands, for the purposes of the Class 4 Noise Designation.

D-6 Compatibility Study

A D-6 Compatibility Study was prepared by R.J. Burnside & Associated Limited dated January 2023. The study documents the potential noise, odour and dust impacts of local industry on the proposed mixed-use development, and vice-versa. The study concluded that adverse effects from odour and dust are not expected at the proposed development. Multiple business and stationary noise sources were identified in the vicinity of the development site, therefore a noise study is required to ensure that sound levels proposed will be below the ministry limits.

Phase One and Phase Two - Environmental Site Assessment

A Phase One- Environmental Site Assessment was prepared by Soil Engineers Limited dated July 29, 2022. The purpose of the study was to identify any potential environmental concerns associated with the site. Phase One revealed the historical operation of an auto repair garage/body shop, and environmental contamination features of the vacant lot. Due to the presence of these environmental features, a Phase Two Environmental Site Assessment was required to address Phase One environmental concerns.

A Phase Two Environmental Site Assessment assessed the soil and groundwater of the site to address Phase One environmental concerns. This also included the completion of the geotechnical investigation. The report concluded that soil remediation is required and can be completed at the time of bulk excavation for the multilevel underground parking. The final Phase Two Environmental Site Assessment Report will be prepared after the completion of the remediation.

Pedestrian Wind Study

A Pedestrian Wind Study was prepared by GradientWind Engineers & Scientists dated February 24, 2023. The study was undertaken to assess wind conditions for the proposed mixed-use development based on wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key

areas within and surrounding the study site. The study concluded that the future wind conditions over many grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis.