

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990 and Provincial Policy Statement, 2020

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing 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 (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
 - 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 (section 1.1.1 d);
 - promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (section 1.1.1 e);
 - improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
 - ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
 - *Settlement areas* shall be the focus of growth (section 1.1.3.1);
 - land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
 - efficiently use land and resources;
 - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - prepare for the impacts of a changing climate;
 - support active transportation;
 - are transit-supportive, where transit is planned, exists or may be developed;
 - 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 1.1.3.3)

- appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
- 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 (section 1.4.3 b):
 - permitting and facilitating:
 - 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,
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- 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 1.6.7.4);
- Long-term economic prosperity should be supported by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (section 1.7.1 b);
- 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 (section 1.8.1 a, b, e, f, g):
 - promote compact form and a structure of nodes and corridors;
 - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
 - encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

- promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
- maximize vegetation within settlement areas, where feasible;
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The subject lands are within the “Designated Built-up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to settlement areas that (section 2.2.1.2 a i to iii):
 - Have a delineated built-up boundary;
 - Have existing or planned municipal water and wastewater systems; and,
 - Can support the achievement of complete communities;
- within *settlement areas*, growth will be focused in (section 2.2.1.2 c i to iv):
 - *Delineated built-up areas*;
 - *Strategic growth areas*;
 - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and,
 - Areas with existing or planned *public service facilities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
 - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;

- 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;
- Expand convenient access to:
 - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - *Public service facilities*, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
 - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- integrate *green infrastructure* and appropriate *low impact development*.
- 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 (section 2.2.6.3);
- *Urban growth centres* will be planned:
 - as focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural, and entertainment uses;
 - to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit; and,
 - to accommodate significant population and employment growth(section 2.2.3.1 a, b, d);
- *Urban growth centres* will be planned to achieve, by 2031 or earlier, a minimum density target of:
 - 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,

Regional Official Plan

The subject application is within the “Conceptual Urban Growth Centre” designation on Schedule D, as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services (section 5.3.3.1.1);
- To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling (section 5.3.3.1.2);
- To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities (section 5.3.3.1.3);
- Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, 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 public open space and easy access to retail and services (section 5.5.2.1);
- Direct a significant portion of new growth to the built-up areas of the community through intensification (section 5.5.2.2);
- Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (section 5.5.3.2.3);
- Encourage the area municipalities to establish official plan policies that promote redevelopment and reuse of brownfield sites (section 5.5.3.2.10);
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);
- assist public agencies at the federal, provincial, regional and area municipal levels in identifying and maintaining an inventory of available public lands

and buildings suitable for housing for low and moderate income households in Peel Region (section 5.8.2.4);

- Give priority to the development of affordable housing on surplus Regional municipal property while ensuring the goals, objectives and policies of this Plan and the area municipal official plans are adhered to (section 5.8.3.2.9);
- Encourage residential development, redevelopment and intensification to include an affordable housing component by promoting incentives or funding from different levels of government (section 5.8.3.2.11);
- Encourage community agencies and landowners of suitably sized sites to develop affordable housing (section 5.8.3.2.12);
- Ensure that future development of Regionally funded affordable housing be located in support of developing compact, complete communities throughout Peel to allow for more transportation options with improved access to services and amenities (section 5.8.7.2.2);
- Encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

Official Plan:

The property is designated “Central Area” on Schedule A – General Land Use Designations of the Official Plan. The “Central Area” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types.

An amendment to the Official Plan is not required.

The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 (section 3.2.1.1 i to viii):
 - Accommodate a significant portion of population and employment growth;
 - Provide a diverse and compatible mix of land uses, including residential and employment uses;
 - Provide high quality public open spaces;
 - Support transit, walking and cycling for everyday activities;
 - Develop in a compact form that will efficiently use land and resources,
 - Optimize the use of existing and new infrastructure and services;

- Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
 - Achieve an appropriate transition of built form to adjacent areas;
- 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. (section 3.2.3.1);
- Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater (section 3.2.3.3);
- 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 (section 4.1.2 i to vii):
 - A full range of office, retail and service activities;
 - A variety of residential uses;
 - Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City;
 - Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;
 - A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,
 - Major transit infrastructure;
- 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 (section 4.2.1.2);
- 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 4.2.1.3);
- 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 (section 4.2.1.6);
- 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 (section 4.2.1.9);

- The City shall encourage the maintenance of a minimum rental vacancy rate of two percent. To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means (section 4.2.1.12);
- The City shall encourage a balanced distribution of affordable housing, including non-profit or assisted housing, within the City. To this end, the City may prioritize applications for affordable housing in areas where little or no such housing exists or otherwise attempt to influence the location of affordable housing in such areas through appropriate means (section 4.2.5.2);
- The City shall give consideration to alternative development standards to facilitate housing affordability objectives in accordance with the principles of sustainability (section 4.2.5.5);
- Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan (section 4.2.7.1);
- The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility (section 4.2.7.3);
- The City shall, in conjunction with the Regional Municipality of Peel, endeavour to reserve or obtain the necessary Right-of-way shown on Schedule “B1” through subdivision, land severance, site plan control or agreements, or by gift, bequeathment or purchase or through expropriation where necessary and feasible (section 4.5.2.6);
- Development proposals shall conform to the City of Brampton’s standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City’s overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends (section 4.5.2.9);
- From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations (section 4.5.2.10);
- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to ii):

- Using street designs, which discourage excessive speeds such as the use of narrower local streets;
- Requiring the provision of adequate off-street private parking; and,
- The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration (section 4.6.15.1.1);
- In considering residential development proposed for a site, which is in proximity to existing stationary sources of noise, regard shall be had for the effect of the noise and development shall only be permitted if the attenuated sound levels would continue to be in compliance with the standards specified in the preceding policy (section 4.6.15.1.26);
- The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions) (section 4.11.3.2.7);
- Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section (section 4.11.4.1);
- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2).

Secondary Plan:

The property is designated "Central Area Mixed Use" on Schedule A of the Queen Street Corridor Secondary Plan (Area 36). Further, there is a proposed urban collector road identified on Schedule B of the Secondary Plan which will pass through the subject lands.

An amendment to the Secondary Plan is not required.

The following policies of the Secondary Plan are applicable to the subject property:

- 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 (section 5.1.2.1);
- Lands straddling Queen Street between the Etobicoke Creek and Highway Number 410, at the southwest and southeast quadrants of Highway Number 410 and Queen Street East, on the south side of Queen Street East, between West Drive and Norton Lake Park, and surrounding the perimeter of the Bramalea Centre, extending eastward to Bramalea Road, which are designated Central Area Mixed-Use on Schedule SP36(A), are considered suitable for mixed-use redevelopment. In these areas, residential uses will be encouraged, and sufficient street-related retail and commercial uses shall be provided to contribute to a vibrant commercial corridor along Queen Street. The permitted densities for specific Central Area Mixed-Use redevelopment areas are set out in Table 1 (section 5.1.2.3);
- Opportunities shall be encouraged to create a broad mix and range of residential unit sizes and built form suitable for moderate and lower income households (section 5.3.6.1);
- 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 (section 6.2.4 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.

Zoning By-law:

The property is zoned “Queen Street Mixed Use Transition (QMUT)” by By-law 270-2004 as amended. This Zone permits a variety of commercial, institutional and accessory uses.

An amendment to the Zoning By-law is required to permit the residential uses on the site.

Amendment to the Zoning By-law

The applicant has submitted a Draft Zoning By-law that proposes to rezone the property to a site-specific “Queen Street Mixed Use Transition (QMUT)” Zone. The Zoning By-law Amendment includes site-specific zoning provision to permit the proposed residential uses. The proposal meets rest of the existing zoning provisions. A copy of the Draft Zoning By-law Amendment is available for public view on the City’s website.

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

Sustainability Score and Summary

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The applicant has submitted a sustainability score and summary that achieves a score of 40 points, a bronze designation, which satisfies the City’s minimum bronze threshold.

Documents Submitted in Support of the Application

- Concept Plan
- Draft Zoning By-law Amendment
- Public Consultation Strategy
- Planning Justification Report
- Property Survey
- Parcel Abstract
- Site Plan
- Building Elevations
- Water and Wastewater Servicing Brief
- Sustainability Score and Summary
- Noise Assessment Report
- Phase 1 and 2 Environmental Site Assessment

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.