

APPENDIX 7

DETAILED PLANNING ANALYSIS CITY FILE NUMBERS: OZS-2021-0030

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 (Area 36) provide direction and policies that encourage the development of a mixed-use area that functions together with the overall Central Area as the major location for higher order uses in Brampton. These documents support the desired pattern of land uses and transportation network to achieve high quality, efficient and orderly urban development.

Planning Act

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of the following:

- 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).

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

Provincial Policy Statement (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:

- 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, b, c, e, 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;
 - support active transportation;
 - are transit-supportive, where transit is planned, exists or may be developed;
- 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);
- New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities* (section 1.1.3.6);
- 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);
- 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):
 - 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;

This property is located within a designated growth area within a settlement area that is defined in provincial and municipal planning documents. The subject lands are designated “Central Mixed Use Area” in the Queen Street Corridor Secondary Plan (Area 36) which permits mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, entertainment and cultural uses. While the application proposes to convert the existing building into a residential building, the proposal is consistent with the planned land use function according to the Official Plan and Secondary Plan policies, and will utilize the existing infrastructure capacity that will service this development. The proposed development will utilize the existing transit infrastructure on Rutherford Road and Queen Street as well as support active transportation by connecting to the City’s Major Pathway Network.

Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), c), d), e), f) g), 1.1.3.1, 1.1.3.2 a), b), e), f), 1.1.3.6, 1.6.7.4, and 1.8.1 b), e) of the Provincial Policy Statement.

This development will offer affordable rental units in an area that has a severe shortage of affordable residential units. The proposed units will include bachelor and one-bedroom units, including 9 accessible units. The proposed unit mix contributes to the provision of a range of housing types that will meet the needs of current and future residents. As well, the proposed range of dwelling types can accommodate a range of household sizes, ages and incomes. The proposed renovations to the existing building will improve its energy efficiency and general life-span. This satisfies sections 1.1.1 b), 1.1.3.2 c), 1.1.3.4, and 1.4.3 b), and 1.8.1 a), f) of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

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 for the Greater Golden Horseshoe 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:

- 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 e):
 - 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;
- *Urban growth centres* will be planned (section 2.2.3.1 a to d):
 - 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;
 - to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
 - to accommodate significant population and employment growth;
- 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);

The subject lands are located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within an urban growth centre within a designated built-up area that has access to existing transit network as well as municipal water and wastewater systems. This satisfies Section 2.2.1.2 (a i to iii) and 2.2.1.2 (c i to iv) of the Growth Plan.

The proposed development will add to the diverse mix of residential land uses by providing affordable rental apartment units near downtown Brampton. The proposed development will accommodate a range of household sizes, ages, and incomes. There will be access to existing transit network via Rutherford Road and Queen Street as well as access to the City's Major Pathway Network. The proposed development will create additional amenity area for the building. This building is in proximity to a variety of commercial and institutional uses that will serve the daily needs of the future residents. This satisfies Sections 2.2.1.4 (a) to (e), and 2.2.6.3 of the Growth Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to 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 application is within the “Urban System” and part of the “Conceptual Urban Growth Centre” designation on Schedule D, as established in the Regional official Plan. The proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the Region of Peel Official Plan:

- 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);
- 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).

The subject lands are located within an Urban Growth Centre. The proposed development will efficiently utilize the existing services and infrastructure for servicing, waste water and transit systems. The location of the site provides direct access to transit and opportunities for active transportation through the existing major pathway network. The site design will be further refined at the detailed design stage. Principles of Crime Prevention through Environmental Design will be incorporated to ensure a safe and comfortable public realm. As such, the proposed Zoning By-law conforms to Sections 5.3.3.1.1, 5.3.3.1.2, 5.5.2.1 and 5.9.10.2.4 of the Region of Peel Official Plan.

The proposed development will offer and accommodate a diverse range of households, age groups and incomes and will offer affordable housing in an area that is severely lacking such options. The development will repurpose an existing hotel building and will convert it into a residential building, thereby utilizing existing infrastructure. This development will assist the Region of Peel in increasing the inventory of affordable housing in Brampton and the overall Region of Peel. The proposed Zoning By-law conforms to Sections 5.3.3.1.3, 5.5.3.2.10, 5.8.2.3, 5.8.2.4, 5.8.2.3, 5.8.3.2.11, 5.8.3.2.12 and 5.8.7.2.2 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Region of Peel Official Plan.

The property is designated “Central Area” on Schedule A – General Land Use Designations of the Official Plan. The “Central Area” designation is part of the City’s Urban Growth Centre and the policies aim to develop this area as a prime location for business, shopping, living, dining, entertainment, tourism and cultural activities.

An amendment to the Official Plan is not required.

The following Official Plan policies are applicable to this application:

- 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);
- 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 ii):
 - 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);
- 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).

The Central Area designation permits a full range of uses which includes the proposed residential uses. While the Official Plan encourages intensification in the Central Area, the proposed development utilizes an existing building to offer affordable rental housing units in a fast and efficient manner which is in keeping with the Official Plan policies of providing affordable housing to a range of household incomes and age groups in the City. This satisfies Sections 3.2.1.1 i to viii, 3.2.3.1, 4.1.2 i to vii, 4.2.1.2, 4.2.1.3, 4.2.1.12, 4.2.5.2 and 4.2.5.5 of the Official Plan.

The proposed development will provide on-site amenity areas to future residents, including indoor amenity spaces and outdoor amenity spaces. The proposed development will be barrier-free. As well, nine units will be barrier-free. Since the proposed development utilizes an existing building, the emphasis with respect to design is given to improving the façade of the building, adding new on-site amenity spaces and renovating the interior of the building to meet the needs of future residents. The reconfigured site layout will include a total of 78 parking spaces for residents, staff and visitors, 10 of which will be barrier-free. The design details will be reviewed and finalized at the time of site plan application review. This satisfies Section 4.2.7.1, 4.2.7.3, 4.5.2.23 ii, 4.11.4.1 and 4.11.4.2 of the Official Plan.

The City's Transportation department identified that conveyances for a future road are required. A draft reference plan was submitted by the applicant. Additionally, technical studies including a noise impact study, planning justification report, water and wastewater servicing brief, Phase 1 and 2 environmental site assessment and sustainability score and summary, including others, were submitted by the applicant. Staff are satisfied with the review of technical studies and have no further concerns. Technical details and requirements will be finalized at the time of the site plan application review. This satisfies Sections 4.5.2.6, 4.5.2.9, 4.5.2.10, 4.5.2.26, 4.5.2.28, 4.6.15.1.1 and 4.11.3.2.7 of the Official Plan.

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

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 Secondary Plan policies are applicable to this application:

- 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.

While the proposed development is utilizing an existing building, the proposed stand-alone residential uses are permitted and supported by the policies of the Secondary Plan. Additionally, the development offers affordable rental housing for a variety of household sizes, incomes and age groups. This satisfies Sections 5.1.2.1, 5.1.2.3 and 5.3.6.1 of the Secondary Plan.

Schedule B of the Secondary Plan identifies a future road passing through the subject lands. Appropriate mechanisms for the conveyance of the future road allowance have been identified through this application. The conveyance will be secured through the site plan agreement at the time of site plan application. This satisfies Section 6.2.4 viii of the Secondary Plan.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Queen Street Corridor Secondary Plan (Area 36).

Zoning By-law Amendment

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.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 10 of this report that is required to implement the proposed residential uses.

Residential Zoning Permissions

The Zoning By-law amendment initiates a new site specific Queen Street Mixed Use Transition – 3596 (QMUT - 3596) zoning designation that is contained in the Zoning By-law recommended for approval (Appendix 10). The various land use permissions, building setbacks and yard requirements, and landscaping, along with other residential requirements, are appropriate in this context in implementing this proposal.

Technical Requirements

The following technical requirements have been satisfied.

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the

Region of Peel Official Plan, the City of Brampton Official Plan, and the Queen Street Corridor Secondary Plan (Area 36) are satisfied and the development represents good planning.

Public Consultation Strategy

A Public Consultation and engagement strategy was prepared that meets the requirements of the Planning Act statutory meetings and City's requirements. The various approaches outlined in the strategy were appropriate in the context of this proposal.

Water and Wastewater Servicing Brief

The applicant has prepared a Servicing Brief in support of this application to determine the suitability of existing water and wastewater servicing infrastructure to accommodate the proposed residential use. The brief concluded that the proposed residential use will not require any upgrades to the existing infrastructure, and that the existing and planned water and wastewater infrastructure would be sufficient to serve the proposed use.

Noise Impact Study

The Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and the Ontario Ministry of the Environment, Conservation and Parks. The noise study recommends that the sound levels will meet the Ministry requirements if the noise mitigation measures recommended in the report are implemented. These measures include the provision of air conditioning, as well as exterior wall and windows with the required sound transmission class rating. These measures will be implemented at the site plan application review stage.

Phase 1 and 2 Environmental Site Assessment

The applicant submitted Phase 1 and 2 Environmental Site Assessment (ESA) in support of this application to identify whether or not there was any contamination or potentially contaminating activities on the subject lands.

The Phase 1 ESA identified 5 areas of potential environmental concern and concluded that a Phase 2 ESA would be required.

The Phase 2 ESA concluded that the site is suitable for the proposed residential use and there is no requirement of further environmental investigation. A record of site condition will be required for this site as the application proposes a residential use. This record will be submitted at the time of the building permit application.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 40 points that satisfies the City's

Bronze Threshold. Given that this proposal utilizes an existing building, staff is satisfied with the proposed improvements to the existing building.