

**Detailed Planning Analysis**

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 Credit Valley Secondary Plan (Area 45) provide direction and policies that encourage compact, efficient and sustainable development through intensification, and use of existing infrastructure to provide an appropriate mix of housing types and land uses. The proposed development at 1857 Queen Street complies or conforms with the general intent of these plans, as well as specific policies and objectives.

**Planning Act:**

The proposal has been reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act* R.S.O 1990. The sections applicable to this application include, but are not limited to:

- a) The protection of ecological systems, including natural areas, features and functions;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,
- 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 is consistent with the above noted matters by adding housing stock and directing intensification within a growth area. The proposal supports the City's objective of providing transit supportive intensification along nodes and corridors. The proposed development is an appropriate form that is designed to fit within the existing context of the Tertiary Plan.

**Provincial Policy Statement (PPS):**

The proposal has been reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). This application is

consistent with matters of Provincial interest as identified in the Provincial Policy Statement:

- Section 1.1.1 – Healthy, liveable and safe communities are sustained by:
  - b. Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs.
  - c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
  - e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - f. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- Section 1.1.3.1 –Settlement areas shall be the focus of growth and development.
- Section 1.1.3.2 –Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure and public services and avoid unjustified and/or uneconomical expansion;
  - c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) Prepare for the impacts of a changing climate;
  - e) Support active transportation;
  - f) Are transit-supportive, where transit is planned, exists or may be developed; and

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- Section 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a

significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

- Section 1.1.3.4 – Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- Section 1.4.1 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area.
- Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;
  - b) Permitting and facilitating:
    - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;
  - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the

cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety,

This property is located within a settlement area that is defined in provincial and municipal planning documents. The proposed development is within the 'Built Up Area' in the Growth Plan, which considers redevelopment and intensification of the area, which is further supported by the recently endorsed Tertiary Plan.

Through the use of zoning controls, urban design guidelines, the built form of the proposed development will both integrate into the existing neighbourhood, and enhance the character and design of the site itself. Furthermore, the site will have a compact, high-density form that will make for an efficient use of infrastructure, and is directly adjacent to planned bus rapid transit. Based on the foregoing, the proposed development satisfies the following sections: 1.1.1 a), b), c), d), e), f), g), 1.1.3.1, 1.1.3.2 a), b), c), d), e), f), 1.1.3.4, 1.1.1.3.6 and 1.4.3 a), b), c), d), e), f).

In regards to section 2.1.1, the natural heritage system feature was reviewed through an Environmental Impact Study and it was determined that no adverse impacts are anticipated provided the natural heritage system is zoned accordingly with the approved buffer.

The proposed development is consistent with the PPS (2020).

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

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 subject lands are located within the 'Designated Built-Up Area' within the Growth Plan. The proposal has been evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The proposed development demonstrates conformity to the following sections of the Growth Plan:

- Section 2.2.1.2 – Forecasted growth to the horizon of this Plan will be allocated based on the following:
  - a) The vast majority of growth will be directed to settlement areas that:
    - i. Have delineated built boundary;
    - ii. Have existing or planned municipal water and wastewater systems; and
    - iii. Can support the achievement of complete communities
  - b) Growth will be limited in settlement areas that:
    - i. Are rural settlements;
    - ii. Are not serviced by existing or planned municipal water and wastewater systems or
    - iii. Are in the Greenbelt Area;
  - c) Within settlement areas, growth will be focused in:

- i. Delineated built-up areas;
    - ii. Strategic growth areas;
    - iii. Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
    - iv. Areas with existing or planned public service facilities;
  - d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise
- Section 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
  - a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
  - b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
  - c) Provide a diverse range and mix of housing options, including second unit and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
  - d) Expand convenient access to:
    - i. A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
    - ii. Public service facilities, co-located and integrated in community hubs;
    - iii. An appropriate supply of safe, publicly accessible open spaces, parks, trails and other recreational facilities; and
    - iv. Healthy, local, and affordable food options, including through urban agriculture
  - e) Providing for more compact built form and a vibrant public realm, including public open spaces;
  - f) Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
  - g) Integrate green infrastructure and appropriate low impact development.
- Section 2.2.4.10 – Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
- Section 2.2.6.2 – Municipalities will support the achievement of complete communities by:
  - a) Planning to accommodate forecasted growth to the horizon of this Plan;
  - b) Planning to achieve the minimum intensification and density targets in this Plan;
  - c) Considering the range and mix of housing options and densities of the existing housing stock; and

d) Planning to diversify their overall housing stock across the municipality

The proposed development is located within the built-up boundary, and acts as intensification of already partially serviced lands that will introduce a new residential use to the area. The provision of adequate landscape areas and appropriate building setbacks along the street frontage of Queen Street are proposed to improve the public realm. The proposed development will provide sufficient access to various transportation options, public service facilities, parks and other amenities. Therefore by introducing this use and density at this location, policies 2.1.2 (2) a), b), c) d), 2.1.2.4 a), b), c), d) and 2.2.6.2 are satisfied.

The lands to be developed are directly adjacent to a Bus Rapid Transit stop, and are adjacent to an 'Other Potential Rapid Transit Corridor' according to the Region of Peel's Schedule G: Rapid Transit Corridor. Therefore, the policies of section 2.2.4.10 are met.

The site is adjacent to the Credit River, the associated valleylands and a portion is also regulated by the Credit Valley Conservation Authority (CVC). The proposed buildings have been strategically located and mitigation measures have been taken into consideration to ensure that the natural heritage is not adversely effected.

Approving the proposed development will help achieve the minimum intensification targets as set out in the City's Official Plan. The proposed development will accommodate growth through intensification. The proposed development will assist in the diversification of Brampton's housing stock. Therefore, staff is satisfied that the proposed applications conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

### **Region Official Plan, 2016**

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the 'Urban System', within the 'Built-Up Area' and contains a portion of the 'Core Area of the Greenlands Boundary' and is further located along an 'Other Potential Rapid Transit Corridor' as established in the Regional Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The proposed development is consistent with the following policies of the Region of Peel Official Plan:

- Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.

- Section 5.3.1.1 – To conserve the environmental and resource attributes of the Region.
- Section 5.3.1.3 – To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities
- Section 5.3.1.5 – To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.
- Section 5.3.1.8 – To provide for the need of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.
- Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans;
- Section 5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms of urban development and redevelopment.
- Section 5.5.2.2 – Direct a significant portion of new growth to the built-up areas of the community through intensification
- Section 5.5.2.3 – Develop compact, transit-supportive communities in designated greenfield areas.
- Section 5.9.2.5 – Optimizing the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form.

The proposed development is located well within Brampton's built-up area, and is served by the transit system. Most of the necessary infrastructure and services for the proposed development are already in place, since the subject property is within Brampton's built-up area. The development proposes a new residential type for the area with high quality design and close proximity to retail, and transit, which supports the creation of complete communities.

The proposal will result in a compact, well-designed development that provides a new type of housing option to the area, which conforms to this plan by being a compact urban form that will intensify underutilized land.

Accordingly the subject applications conform to the policies of the Region of Peel Official Plan.

**City of Brampton Official Plan, 2006**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated as 'Residential' and 'Open Space' on Schedule A of the Official Plan. Schedule D of the Official Plan identifies the properties as 'Valleylands and watercourse Corridors' and 'Areas of Natural and Scientific Interest – Life Science' and Schedule A1 identifies the properties as 'Upscale Executive Housing Special Policy Area'. The subject applications conform to the Official Plan policies and specifically the following:

- Section 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan.
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- Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.
- Section 4.2.1.2 – The policies shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories 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:
  - i. SPA 45 Credit Valley is a new secondary plan area subject to the new housing and density categories of the Official Plan
  - ii. Low Density Category, maximum density if 30 units/net hectare or 12 units/net acre
    - Permitted housing types are single detached homes
- Section 4.2.1.6 – Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.

- Section 4.2.2 – Upscale Executive Housing is a low density form of housing characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. Upscale Executive Housing is planned to be located in various parts of the City in areas with attractive natural and man-made features.
- Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.
- Section 4.7.1.2 – The Open Space designation on Schedule “A” indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.

The application conforms to Section 3.2.8.5 of the Official Plan as it generally meets criteria (i) to (xii) as the proposal adds to the housing mix within the City, will help in achieving a complete community, is along a main road which is within proximity to existing and planned infrastructure and is compatible with surrounding land uses while also ensuring the protection of the natural heritage system.

The application conforms to Section 4 of the Official Plan’s policies when designated as ‘Residential’ and ‘Open Space’ on Schedule A of the Plan. The redevelopment of the lands makes efficient use of land and resources and takes advantage of existing infrastructure and will provide a transit supportive, pedestrian friendly development.

As noted the subject property is identified as Upscale Executive Housing on Schedule A1 – Upscale Executive Housing Special Policy Areas, however as stated in Section 4.2.2.7, the size and configuration of Upscale Executive Housing Policy Areas may be reduced through the Secondary Plan process. The Credit Valley Secondary Plan removed the subject lands from the Executive Housing Policy Area, and furthermore, in order to meet the Growth Plan requirements higher density is more appropriate for this area, given that the property abuts a proposed Bus Rapid Transit area.

This type of development is compact, transit-supportive along Queen Street West, which is a major regional arterial road that makes efficient use of the existing and planned infrastructure. There are existing transit services within the area, and it is along the future BRT route for Queen Street. The subject proposal conforms to the Residential designation of the Official Plan.

The proposal still maintains and protects the natural heritage features, as the required natural heritage buffer is provided and the natural heritage system blocks in order to ensure any adverse effects are mitigated. Furthermore an Environmental Impact Study

was submitted in support of the application that has been reviewed and accepted by both City and Conservation Authority staff.

The subject proposal meets the intent of the Official Plan.

### **Credit Valley Secondary Plan:**

The Credit Valley Secondary Plan (Area 45) was adopted by Council on September 30<sup>th</sup>, 2002, and approved with modifications by the Ontario Municipal Board on January 14<sup>th</sup>, 2004. The subject properties are designated 'Special Policy Area 2' and 'Low Density Residential 1' within the Credit Valley Secondary Plan (SPA 45). The policies that are applicable to this application include but are not limited:

- Section 4.2.4 - Develop excellence in community living based on the application of the following principles:
  - i. a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;
  - ii. the promotion of excellence in civic design in both the public and private realm;
  - iii. an interconnected system of open space and recreational areas;
  - iv. a range of recreational and community facilities that facilitate shared uses where practical;
  - v. integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;
  - vi. preservation of the area's built and cultural heritage resources, particularly the existing heritage buildings and the bow-string bridge across the Credit River;
  - vii. an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
  - viii. efficient transportation links.
- Section 5.2.1.1 – The various residential designations shown on Schedule SP54(a) are categories in which the predominate use of land is low density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.
- Section 5.2.1.3 - Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial uses.

- Section 5.2.4.1 – Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lots and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter.
- Section 5.2.4.2 – In areas designated Low Density 1 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter:
  - i) Primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
  - ii) Limited development of the following complementary uses shall also be permitted without an amendment to this Plan:
    - private education facilities;
    - libraries;
    - day care centres;
    - health centres; and
    - public recreation facilities.
  - iii) A maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,
  - iv) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density 1 Residential designation lot frontage shall not be less than 11.6 metres (38 feet).
- Section 5.2.4.3 - Lots abutting or directly adjacent to the Executive Residential designation or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community
- Section 5.2.4.4 - On those lands within the Low Density 1 designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 19.5 units per net hectare (8 units per net acre) is maintained.
- Section 5.2.4.5 - For lands designated Low Density 1 Residential within the boundaries of Sub-area 5, a maximum density of 24 units per net hectare (9.7 units per net acre) shall be permitted.

- Section 5.2.6 – the lands designated Executive Residential and Low Density 1 shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:
  - i. Development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;
  - ii. Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
  - iii. Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,
  - iv. Provisions of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.
  
- Section 6.2.1 - Land designated as Special Policy Area 2 on Schedule SP45(a) include the Rotary Club of Brampton Banquet Hall known municipally as 1857 Queen Street West and a commercial greenhouse operation known municipally as 1879 Queen Street West. These uses shall continue to be recognized for the life of the Secondary Plan.
  
- Section 6.2.2 - Special Policy Area 2 recognizes the long term development potential of these lands for urban uses in accordance with the Low Density 1 Residential designation of this Chapter. Due to various access and land use constraints, Special Policy Area 2 shall be developed as an integrated entity. No portion of Special Policy Area 2 shall be developed until an integrated tertiary plan for the entire area has been approved by Council and it has been determined, through the preparation of an Environmental Implementation Report, that the ecological function and natural heritage features are not adversely impacted.
  
- Section 6.2.4 - Development proposals for lands within and adjacent to Special Policy Area 2 shall have regard for the potential effects of outside lighting on the commercial greenhouse operation at 1879 Queen Street West. Conditions of development approval may be required to minimize the impact of spill over lighting on the commercial greenhouse operation.

As mentioned previously, the Secondary Plan required a Tertiary Plan for this block and the adjacent property owners in order to ensure a cohesive development that does not negatively impact the ecological function and natural heritage features. Any of the

proposed changes to the Tertiary Plan have been coordinated with the adjacent property owners with the natural heritage system in mind.

The subject property is designated as 'Low Density 1', as noted above, which permits residential dwelling types, including, single detached, semi-detached and townhouse units, at a maximum density of 19.5 units per hectare, whereas the proposal is for a density of 448.5 units per hectare (181.30 units per acre). It should be noted that the density permitted within the Low Density 1 designation is not consistent with the Density that is shown in the Council endorsed Tertiary Plan. Furthermore, the proposed density is also supported by the existing and proposed public transit along Queen Street, and makes efficient use of existing and proposed infrastructure and services. The proposed density is also further supported by the submitted studies, as well as achieving a complete community. The proposal is also compatible with the surrounding land uses as demonstrated in the urban design brief and the shadow impact study submitted in support of the application. An effective transition from the higher density apartment building to the lower density of the adjacent neighborhood will be provided, by the proposed stepping down of the building.

Given the above, staff supports the approval of the amendment as attached to this report as Appendix 12.

### **Tertiary Plan:**

The City of Brampton recently endorsed the Queen Street West Tertiary Plan. The Tertiary Plan designates the lands as;

- Medium Density Residential 2 which permits 208 apartment units with a building height ranging from 3 to 9 storeys.

As part of the proposed application, the applicant is requesting to amend the Council endorsed Tertiary Plan in order to recognize an increase in the height and unit count to 250 apartment dwellings or 332 senior citizens residence with a height of 12 and 14 storeys. Although this differs from the Council endorsed Tertiary Plan, it is supported by the existing and planned public transit along Queen Street, which requires transit supportive densities. The proposed change to the Tertiary Plan still incorporates a cohesive plan with the adjacent property owners in order to ensure a comprehensive development of the area, while protecting the natural heritage features.

Therefore, staff is in support of the proposed revised Tertiary Plan as part of the Draft Official Plan Amendment Schedule B in Appendix 13.

**City of Brampton Zoning By-law:**

The subject property is zoned 'Highway Commercial Two (C) – Special Section 349 (HC2-349)' in the City of Brampton Zoning By-law 270-2004, as amended. As such, a Zoning By-law Amendment is required to permit the proposed residential development.

The proposal seeks to rezone the subject lands to a new site-specific apartment zone (R4A-3641) and site-specific Open Space zone (OS-3642) to permit the proposed development.

The recommended Zoning By-law amendment permits apartment units and senior housing, as well as development standards such as building setbacks from the street/neighboring uses to ensure there is adequate separation. The zoning provisions speak specifically to terracing of the building to limit the impact of the proposed development on surrounding land uses.

It should be noted that the development will be required to go through site plan control, which will further refine elements, such as building architectural design and materials.

A Holding Symbol is proposed to be placed on the Zoning of the subject property until such a time that the Functional Servicing Report is approved by the Region of Peel and City of Brampton to ensure there is adequate and appropriate servicing for the proposed development. Staff is satisfied with the proposed Zoning By-law.

**Land Use:**

The proposed amendment to the Official Plan and Zoning By-law allows for an apartment building, or senior housing/residential care home that is compatible with the surrounding land uses and mitigates any negative impacts on the natural heritage system, well also providing a housing density that encourages public transit usage. Furthermore, the proposed development has been contemplated and cohesively works with the adjacent properties.

**Urban Design:**

The Urban Design policies within the Official Plan require that development adhere to appropriate urban design principles in order to successfully integrate into the City's various nodes, corridors, neighbourhoods and districts. The proposed development adheres to a previously approved Community Design Guidelines and furthermore provided elements that work with the proposed development in order to ensure compatibility with the adjacent neighbourhood. As well as part of these applications an Urban Design Brief was reviewed and approved.

Landscape design and building materials, as well as other elements for the apartment block will be further reviewed through the site plan application.

**Transportation:**

An overall Traffic Impact Study was completed as part of the Tertiary Plan review.

A Traffic Impact Study was completed by **NexTrans Consulting Engineers (May 2021)**, which concluded that the proposal can be adequately accommodated by the existing transportation network with manageable traffic impact to adjacent intersections. These documents were reviewed by Transportation Services staff and found to be satisfactory to support the proposed development.

**Servicing:**

A Functional Servicing report was completed by **Urbantech Consulting (May 2021, 3<sup>rd</sup> submission June 2022)**. Should the application be approved, any detailed servicing and grading matters would be addressed through the site plan approval process. A Holding Symbol is proposed to be placed on the proposed zoning to ensure that the Functional Servicing Report is approved and adequately addresses the needs of the Region and City staff.

**Environmental Site Assessment:**

A Phase One Environmental Site Assessment (ESA) was completed by A&A Environmental Consultants Inc., dated March 11, 2021 which supports the development proposals. A Record of Site Condition has also be filed with the Ministry of Environment, Conservation and Parks to support the proposed residential development.

**Noise Impact Report**

A Noise Impact Study was prepared by J.E. Coulter and Associates Ltd (May 2021), which was prepared to establish noise control measures that may be required of the proposal as a result of transportation and stationary noise sources. It is recommended that once detailed architectural and mechanical drawings are available, the acoustic consultant review all plans, and where applicable, provide final recommendations to meet MECP's noise criteria.

**Tree Inventory and Preservation Plan:**

**Beacon Environmental Limited (Beacon)** was retained to prepare a Tree Evaluation Report for the proposed development. This report outlines the health and well-being of the existing vegetation; what can be preserved and what should be removed. The assessment of the vegetation also provides information used by Open Space Development to determine the Cash-in-lieu requirements.

**Scoped Environmental Impact Study:**

An Environmental Impact Study was completed for this land and the neighbouring developments by Beacon Environmental (May 2021) to assess the proposal's potential impacts on the natural environment and to confirm that the redevelopment complies with the applicable environmental legislation, regulations and policies. The study recommended an environmental buffer to be maintained, as well as a monitoring and maintenance schedule. This report was reviewed by City staff and the Conservation Authority and was found to be satisfactory.

**Geotechnical Investigation:**

A&A Environmental Consultants Inc. submitted a Geotechnical Investigation for the property. Generally the geotechnical investigation report provides an analysis of the soil substrate to determine construction requirements for infrastructure such as roads, sewer and engineering fill requirements. The applicant will be required to submit the final version of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

**Archaeological Assessment:**

A Stage 1 & 2 Archaeological Assessment prepared by The Archaeologists Inc. Heritage staff confirmed that the Archaeological Assessment requirement for the assessed lands has been satisfied.

**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 proposed application has a Sustainability Score of 53, which achieves the City's Silver threshold. City staff will further verify the sustainability score during the site plan process. Attached in Appendix 15 is the Sustainability Snapshot.

**Integration with Surrounding Neighborhoods:**

The development will be well integrated with the surrounding neighborhood and developed in a cohesive manner with the adjacent developments. An effective transition from the higher density apartment building to the lower density of the adjacent neighborhood will be provided.