

Detailed Planning Analysis
City File No. OZS-2020-0034

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide direction that supports land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2 of the *Planning Act*:

Section 2(d) - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Section 2(e) - the supply, efficient use and conservation of energy and water;

Section 2(f) - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

Section 2(h) - the orderly development of safe and healthy communities;

Section 2(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

Section 2(j) - the adequate provision of a full range of housing, including affordable housing;

Section 2(l) - the protection of the financial and economic well-being of the Province and its municipalities;

Section 2(o) - the protection of public health and safety;

Section 2(p) - the appropriate location of growth and development;

Section 2(q) - the promotion of development that is designed to be sustainable,

to support public transit, and to be oriented to pedestrians.

Regard for these sections is reflected in the proposed Official Plan and Zoning By-law Amendments that:

- supports orderly development and appropriate growth in the area;
- relies on the existing water, sanitary, storm, and existing/planned transit services;
- provides a land use that is compatible with the surrounding land uses;
- relies on a road network that is walkable;
- Conserves features of significant architectural, cultural, and historical interest;
- Efficiently uses and conserves the use of energy and water;
- Constitutes orderly development of safe and healthy communities;
- Benefits from the existing educational, health, social, cultural and recreational facilities;
- Supports adequate provision of a full range of housing, including affordable housing; and,
- *Supports the financial and economic wellbeing of the City.*

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) 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.

1.1.1: healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,*

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The proposed development will add to the City's stock of housing supply and, in conjunction with the adjacent residential subdivisions, and existing retail, institutional and recreation facilities in the area, accommodate the long term residential, retail, recreational, park, and open space needs of the community. It will also rely on the existing municipal servicing and transit infrastructure. This development will result in a healthy, livable and safe community.

1.1.3.1: Settlement areas shall be the focus of growth and development;

1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

1.1.3.6: 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.

This proposal constitutes a compact form of development located in a generally residential area within a settlement area that is defined in the provincial and municipal planning documents. The proposal is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through an intensified use of land and reliance on the existing municipal and public services. The proposed development which is situated at the boundary of the City's built-up area and designated greenfield area, will add to the City's housing stock and help it achieve its intensification and redevelopment objectives. Furthermore, the proposed development supports active transportation, and will support the existing transit service on Queen Street/Chinguacousy Road and the future BRT on Queen Street.

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, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;

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:

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 is to be developed; and,

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations

The proposed high density residential development is consistent with the above-noted policies put forward by the PPS. The proposed development contributes to the range of housing options by introducing apartment housing forms including a mix of unit sizes which can be supported by existing municipal infrastructure including municipal services and transit. Therefore, the proposed development is consistent with PPS as it provides

for housing which can be supported by existing public services and the use of available transit infrastructure.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development, in combination with the surrounding residential development, Teramoto Parks, and the multi-purpose walkways, will generate opportunities for active transportation, recreation and community connectivity by providing convenient access to existing/new recreational services, parks, and open space areas in the area.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development will utilize existing public service facilities to minimize increased municipal servicing costs and optimize the use of services. Therefore, the subject property conforms to the PPS by utilizing existing municipal services to accommodate the proposed development.

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

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

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be

designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

- 1.73.1 b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.*

The proposed development will utilize existing public roads and be serviced using existing infrastructure connections located on Queen Street West and Chinguacousy Road. The subject property is located within walking distance to several bus stops located along Queen Street West and Chinguacousy Road which connect to bus routes and higher order transit locations, including GO stations. Active transportation opportunities are available through the use of existing multi-use trails located on the north side of Queen Street West and along the west side of Chinguacousy Road. The proposed development is designed to minimize private vehicle trips and to encourage the use of active transportation by creating accessible and efficient access to the existing sidewalks, and will provide convenient access to the existing/planned transit service on Queen Street/Chinguacousy Road. The proposed development conforms to the above-noted policies of the PPS as it promotes the creation of livable, complete communities, represents an efficient use of land and contributes to a mix of housing options for a diverse workforce within an appropriate built up area.

The proposed development is consistent with the Provincial Policy Statement 2020.

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

The subject lands are situated within the 'Designated Greenfield Area' as per the 2019 Growth Plan. As such, the proposal conforms to the following policies of the plan:

2.2.1.2: Forecasted growth to the horizon of this Plan will be allocated based on the following:

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

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- iv. areas with existing or planned public service facilities.*

The proposed development is located in the 'Designated Greenfield Area' within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water, wastewater systems, transit (regular and higher order) and road infrastructure. In conjunction with the adjacent residential subdivisions, the proposed development will have convenient access to the commercial uses, amenities, and employment opportunities in the area, connectivity to road network, and opportunities for active transportation. These will provide this development with the necessary features to be a complete community.

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 units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- 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.

The proposed development meets these criteria by being located within a designated growth area in the City's Official Plan. The proposal will contribute to the diverse range and mix of housing options in the area and generate new forms and tenures of housing stock to an already established and well-served neighbourhood by providing residential apartment units in an area that is predominantly surrounded by single detached dwellings. It also provides housing on a site that is well connected to the local road network, is served by the existing and planned transit service, and takes advantage of the existing municipal infrastructure, and public services. In combination with the adjacent residential /commercial/institutional development and park facilities, the proposal will also support the achievement of complete communities by providing high density housing that is in close reach and proximity to a range of amenities. The site's connectivity to the area's road network and proximity to Teramoto Park will contribute to the publicly accessible open spaces, other recreational facilities, and encourage walking/active transportation.

2.2.6: Housing

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and,*
 - ii. establishing targets for affordable ownership housing and rental housing;*

The proposed development, which is an intensified use of a strategically located property, well served by the existing/planned transit service, will add to the City's housing stock (mostly one bedroom apartment units) and meet the community's current and future housing needs.

2.2.7: Designated Greenfield Areas

- 1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) supports the achievement of complete communities;*
 - b) supports active transportation; and,*
 - c) encourages the integration and sustained viability of transit services.*

2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;*

In conjunction with the adjacent existing residential subdivisions, the proposed development constitutes a complete community by way of offering housing on a site located on a BRT (Queen Street) and a Primary Transit Corridor (Chinguacousy Road), and is well served by the existing municipal infrastructure, public services, amenities, commercial/retail, and employment opportunities. It also offers publicly accessible parks, open spaces, and other recreational facilities in the area, and encourages opportunities for walking/active transportation. Additionally, the subject property is located generally between two inter-regional GO service stations which support regional connectivity and contribute to the creation of complete communities. The combined people and jobs density per hectare proposed by this development will help the City meet the minimum density target for Brampton's 'Designated Greenfield Area' established in the Growth Plan.

The application conforms to the policies of the Growth Plan (2020).

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.

Cultural Heritage

3.6.1.1 To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations.

3.6.1.4 To support the heritage policies and programs of the area municipalities.

The property currently contains a listed heritage schoolhouse building which is considered to have a significant cultural heritage value. In accordance with the decision of the Planning and Development Committee of the Council (September 13, 2021), this listed heritage building is to be protected, conserved, and re-located to the adjacent Teramoto Park and refurbished to be used as a City facility for community events. This process will be accomplished through the approval of a number of technical studies including Heritage Impact Assessment, Heritage Building Protection Plan, Structural Assessment Report, and a Heritage Conservation Plan, and the approval of a site plan application to the

satisfaction of the Commissioner Planning, Building and Economic Development Department. The intent of the Official Plan will be maintained.

3.6.2.7 Direct the area municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

3.6.2.8 Direct the area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Stage 1 & 2 Archaeological Assessments were conducted for the subject property to identify and assess any archaeological features of importance which may need conservation. The study concluded that no archaeological site or resources were found on the subject lands and as such no further conservation action is required. A Heritage Impact Assessment was conducted which concluded that the Schoolhouse building onsite merits designation under the Ontario Heritage Act. As such, through the site design, the Schoolhouse building will be protected, rehabilitated and relocated to the nearby Teramoto Park. The proposal is in line with the above noted heritage policies.

The Urban System Objectives

The subject lands are located within the *Urban System* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for the *Urban System*:

5.3.1.1: To conserve environmental and resource attributes of the Region;

5.3.1.2: To achieve sustainable development within the Urban System;

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;

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

5.3.1.5: To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;

The proposed development will contribute towards achieving the Urban System's objectives by way of developing an intensified and compact form of development on an appropriately located and serviced property that will lead to an efficient use of the land resources and existing/planned municipal infrastructure, correspond to the characteristics of the existing communities, and provide a transit supportive, pedestrian friendly environment.

5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;*
- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The proposed development conforms to the policies in the Region of Peel Official Plan as it contributes to the establishment of healthy complete urban communities through the provision of living spaces that provide an ease of access to existing services including but not limited to, public transit, recreation and employment opportunities. Moreover, the proposal offers a compact built form which efficiently utilizes the subject property and capitalizes on existing infrastructure further promoting the efficient use of land. The proposal reinforces these policies by providing for an increase in residential density on a property which has immediate access to public transit opportunities. Moreover, consideration has been given to the Crime Prevention Through Environmental Design (CPTED) guidelines through building orientation. The provision of windows facing the streets provide for 'eyes on the street' concept and therefore an increase in perceived safety. Therefore, the proposed development conforms to the policies noted above.

Greenfield Density

The subject lands are located within the Designated Greenfield Area in the Peel Region Official Plan, to which the following objectives are applicable:

5.5.4.1.1: To plan and designate greenfields to contribute to complete communities;

5.5.4.1.2: To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;

5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;

5.5.4.1.4: To optimize the use of designated greenfield area;

5.5.4.1.5: To enhance the natural environment and resources;

5.5.4.2.1: Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan;

5.5.4.2.2: Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

City of Brampton: 51 residents and jobs combined per hectare.

The proposed development, which will complement the adjacent existing residential development (containing low/medium density residential, commercial and institutional), will satisfy these goals by creating a pedestrian friendly development which has the potential to be transit supportive (Queen Street BRT and Chinguacousy Road transit service). Additionally, the subject property is located generally between two inter-regional GO service stations which support regional connectivity and contribute to the creation of complete communities. The proposal conforms to the above noted objectives and policies as it will contribute to a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the existing recreational facilities, public services, amenities, retail/commercial & employment opportunities, park and open space in the area through the existing road network. The proposed jobs/people forecasted to occupy the subject lands, will play a role in contributing to the Region of Peel's population growth target, as well as achieving the regional density requirements.

Housing

5.8.1.1: To provide for a appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of the current and future residents of peel.

The proposed high density condominium development will add to the range and mix of housing types, densities, sizes and tenures available in the City and contribute towards meeting the housing needs of current and future residents of the Region.

The Transportation System in Peel

5.9.1.4: To promote and encourage the increased use of public transit and other sustainable modes of transportation.

5.9.2.5: Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

The proposed compact and intensified residential development which will be served with BRT on Queen Street, transit service on Chinguacousy Road, and GO service in Brampton downtown, will promote and encourage increased use of public transit, optimize the use of the municipal transportation infrastructure to support growth in an efficient manner.

Major Road Network

5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersection with Regional roads in consultation with the affected area municipality.

The proposed development includes one access point through a right-in/right-out access via Queen Street West, which is intended to optimize traffic safety and carrying capacity. Subject to approval of the Traffic Impact Study submitted in support of the application, the proposed development appears to support traffic safety and carrying capacity.

5.9.5.1.1 To support and encourage a higher use of public transit and an increase in transit modal share within the region.

5.9.5.1.4 To support and encourage transit – supportive development densities and patterns particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.

5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes

The subject property fronts onto Queen Street West, a Major Arterial Road (Region) with higher-order movement of people and goods and opportunities for inter and intra regional connections. It is also located on Chinguacousy Road which is a Major Arterial Road (City) and a Primary Transit Corridor. The proposal includes priority elements such as bicycle parking opportunities and immediate access to bus transit and pedestrian sidewalks to support interconnections between the local bus networks and the nearby GO Station and Anchor mobility hub. Therefore, the proposed development will support the existing public transit system in Peel and encourage connectivity and coordination between transit services to provide an efficient and sustainable inter- and intra-regional transit network in Brampton.

The proposed development conforms to the Regional Plan's objectives and policies, through proposing a built form that is compact, complementary to the area, and contributes to the Regions density targets. The proposed development will introduce a

residential built form and density that will assist in the creation of a complete community which has access to various existing community services.

City of Brampton Official Plan

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

The property is designated as "Designated Greenfield Area", "Communities" and "Open Space" on Schedule 1 – City Concept; and "Residential" and "Open Space" on Schedule A – General Land Use Designations of the Official Plan. The "Residential" designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. The property is further identified as having 'Class B Heritage Resources' located on site as outlined in Cultural Heritage Map of the Brampton's Official Plan. Furthermore, Queen Street West is designated as a 'Major Arterial (Regional)' road and Chinguacousy Road as 'Major Arterial (City) road' on Schedule B - Road Hierarchy. Queen Street West is further identified as a 'BRT Corridor' and Chinguacousy Road identified as a 'Primary Transit Corridor' in Schedule C- Transit Network.

Built Boundary and Designated Greenfield Area

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City, and places the subject site just outside of the Built Boundary and within the Communities area. It also shows the subject lands as located within the Designated Greenfield Area overlay.

3.2.2 Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

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

The proposed development, which complements the adjacent residential development (comprising low/medium density residential, commercial and institutional development), envisages a complete community that provides a compatible form of development on a

site that is situated on the planned BRT (Queen Street) and an existing Primary Transit Corridor (Chinguacousy Road), and takes advantage of the existing/planned municipal infrastructure, public services, amenities, retail/commercial uses, and employment opportunities. Additionally, the subject property is located generally between two inter-regional GO service stations which support regional connectivity and contribute to the creation of complete communities. The proposed development will also have access to the existing Teramoto Park, and other recreational and open space facilities in the area via existing road network. The proposed development will also help Brampton achieve its density target for the 'Designated Greenfield Area'.

Intensification Corridors

3.2.6 Intensification Corridors are one of the City's key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Located mainly along major arterial roads, intensification corridors provide linkages across the City connecting mobility hubs, major transit station areas and the Central Area, including the Urban Growth Centre.

To accomplish the intended vision for the City's intensification corridors, higher order uses which enhance the use of transit, and encourage walkability shall be promoted.

3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

3.2.6.2 Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height.

3.2.6.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.

While the property is not located strictly on an intensification corridor, its unique location carries most of the attributes of an intensification corridor. Firstly, the property is located at the westerly terminus of the Queen Street West Primary Intensification Corridor, and situated just outside of the City's Built Boundary Line. Secondly, these lands are located right at the intersection of Queen Street West (Major Arterial Road/BRT Corridor) and

Chinguacousy Road (Major Arterial Road/Primary Transit Corridor) which provide the property with linkages to Brampton's downtown/other mobility hubs. Additionally, the property is located generally between two inter-regional GO service stations which support regional connectivity and contribute to the creation of complete communities. In view of these attributes, the property has the potential to accommodate higher residential density and support higher order transit service. The proposed compact and high density residential development is considered to be appropriate development which generally meets the intent of the Official Plan.

Residential

4.2: Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm;*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;*
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, sub-watershed studies and block plans.*
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

The proposed development, in conjunction with the adjacent existing residential subdivisions, conforms to these policies by introducing new residential growth that comprises a variety of housing forms, tenure, a mix of uses, and is well planned in the

form of a complete community. It proposes an intensified and compact form of development to be added to the City's supply of housing that is well served by the existing municipal infrastructure/services, supports transit, encourages walkability, and protects the open space.

Built Heritage

4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

4.10.1.10 A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes.

4.10.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;*
- (ii) On site retention in an adaptive re-use;*
- (ii) Relocation to another site within the same development;*
- and,*
- (iv) Relocation to a sympathetic site within the City.*

4.10.1.15 Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced.

The property currently contains a listed heritage schoolhouse building which is considered to have a significant cultural heritage value. In accordance with the decision of the Council, this listed heritage building is to be protected, conserved, and re-located to the adjacent Teramoto Park and refurbished to be used as a City facility for community events. This process will be accomplished through the approval of a number of technical studies including Heritage Impact Assessment, Heritage Building Protection Plan,

Structural Assessment Report, and a Heritage Conservation Plan, and the approval of a site plan application to the satisfaction of the Commissioner Planning, Building and Economic Development Department. The intent of the Official Plan will be maintained.

Multi-Storey Buildings/Tall Buildings

4.11.3.1 The use of height to create a specific urban form is appropriate at certain locations within the City. Multi-storey buildings, specifically tall buildings, contribute to the image of a city and its skyline. Their design must therefore address issues including, but not limited to, their location, massing, use, and services. Sufficient on-site amenities and facilities should accommodate the anticipated use of the building.

4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

The proposed development has been designed and oriented to address certain design/built form principles intended to create a vibrant, street focused development that pays special attention to the interface between the public and private realms. Massing will be provided to build out the existing street walls along Queen Street West and Chinguacousy Road in order to provide a visually appealing streetscape at the corner of the intersection. The main entrance will be designed as the focal point of the building with particular attention given to the entrance and massing at the intersection, and creating a positive street front presence for pedestrians and cyclists. It will be a compact form of development which will offer appropriate intensification and effectively support public sector infrastructure investments in servicing and transit. The built form will include stepped massing to create an appropriate transition with street scale, adjacent parks and buildings, and encourage visual interest through the use of high quality architectural detailing on the building's facade. An appropriate landscape strategy will be adopted that integrates the building into its surroundings.

Shadow impact and heritage impact studies have been carried out to assess the potential impacts resulting from the proposed apartment building. Staff have reviewed the submitted technical studies and are satisfied that no significant shadow impacts will be caused, and the heritage resources will be protected.

Transit Oriented Development

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

Though the subject lands are not strictly located along a designated intensification corridor, they are located at the westerly terminus of the Queen Street Intensification Corridor, situated at the intersection of Queen Street (a BRT corridor) and Chinguacousy Road (a Primary Transit Corridor), and are accessible from the downtown mobility hub/GO transit. In view of its key location, the proposed development will be connected to the transportation network, civic amenities, and retail/employment opportunities in the City, and encourage the use of transit.

Density Bonus By-law or Density Transfers

- 5.12 The Planning Act permits municipalities to authorize density bonuses on specific sites in exchange for such facilities, services or matters as are set out in a zoning by-law. The use of density bonusing is subject to the Official Plan containing provisions relating to this regulatory mechanism.*

- 5.12.2 Authorized increases in height and density shall not result in a scale or intensity of development which is inappropriate for the host neighbourhood or which would exceed the capacity of available community and physical services within the area subject to density bonuses.*

- 5.12.3 In considering any application for height and density bonusing, the following facilities, services and other matters, among other items, may be exchanged for density bonusing provisions:*

- (i) Road network, traffic or transit improvements;*
- (ii) Superior architectural design;*
- (iii) Streetscape improvements and gateway enhancements;*
- (iv) Daycare facilities;*
- (v) Recreation and other community service or open space facilities;*
- (vi) Preservation of environmental features; and,*
- (vii) Heritage conservation.*

- 5.12.4 Any facilities, services or matters obtained through density bonusing provisions shall be logically applied to areas impacted by bonusing provisions so that the impacted community realizes benefits obtained through density bonusing.*

5.12.5 Bonusing provisions shall not be applied for any facilities, services or matters to which the City is entitled to obtain through the City of Brampton Official Plan, the Planning Act or any other legislative authority.

5.12.6 The site specific zoning by-law amendment passed pursuant to Section 34 of the Planning Act which permits the increased height and density for any particular development shall describe the facilities, services or matters which are being exchanged for the authorized increases in height and density.

5.12.7 The proponent or landowner will be required to enter into an agreement with the City, pursuant to Section 37 of the Planning Act which will address the implementation of the density bonusing provisions. Such agreement shall be registered against the title of the lands to which it applies.

Whereas the current 'Service Commercial – Section 212 (SC-201)' zoning on the property only permits business and professional offices, private day school, indoor storage, accessory uses, and a maximum height of three storeys, it does not permit the proposed residential use, density or height. The proposed zoning amendment seeks to rezone the property to the 'Residential Apartment B' zone to permit 208 residential apartment units and a building height of 14 storeys. In view of the property's designation as 'Residential' in the Official Plan, its location right at the westerly end of the Queen Street Primary Intensification Corridor just outside of the Built-up area, at the intersection of two major arterial roads/transit corridors (Queen Street/Chinguacousy Road), the proposed land use, density and height is considered to be appropriate in accordance with the Provincial, Regional and City's policy framework.

In exchange for the increased density and height to be permitted by the City, the the owner has agreed to make community benefits contribution under Section 37 of the *Planning Act*. The proposal has been evaluated against the criteria contained in the City's Official Plan as well as the Density Bonusing principles of the City of Brampton. The community benefits contribution to be made by the owner comprises the relocation to City's Teramoto Parks of the existing listed heritage schoolhouse building on site, its restoration/conservation/refurbishment into a City facility, and two year maintenance, all at the owner's expense, and transfer of its ownership free of charge to the City. The arrangement will be formalized subject to the execution of a Section 37 agreement with the owner and its registration on title. The proposal conforms to the intent of the Official Plan policy.

Staff is satisfied that the broader intent of the Official Plan is maintained by permitting the proposed 14 storey residential apartment building, and density that would help the City achieve it's minimum density target for the Designated Greenfield Area.

Credit Valley Secondary Plan

The property is designated “Low Density 2 Residential”, “Community Park” and “Heritage Resource” on Schedule SP45 (A) of the Credit Valley Secondary Plan Area 45(A) which permits single-detached, semi-detached and townhouse structure types, and a maximum combined density of 28 units per net residential hectare (11 units per net residential acre) shall be permitted.

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 use 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.*

The proposed development aligns with the goals of the Credit Valley Secondary Plan by creating a well-balanced residential community that provides a range of residential apartment units in an area which prominently consists of residential low density housing. The proposed development promotes civic design in the public and private realm by providing enhanced landscaping features at the intersection Chinguacousy Road and Queen Street West. The proposal will provide interconnectedness to the open and recreational space surrounding the property by providing internal pedestrian pathways throughout the site which connect to the existing municipal sidewalk network and the recreational fields to the north. Moreover, the proposed development will include an outdoor amenity area which will be used by the residents of the development and will transition into the neighbouring Teramoto Park.

The proposed development will be integrated into the existing community and preserve its cultural resources by utilizing the existing municipal road system and by retaining, preserving, and relocating the existing Schoolhouse building to the neighbouring Teramoto Park. The proposed development will have an appropriate built form as the building's height, massing, siting and architectural treatment will establish the building as a gateway/landmark. Lastly, the subject property's close proximity to public transit will support the accessible road and transit links within Brampton and contribute to healthy and complete communities.

The proposed development conforms to the Secondary Plan.

Proposed Amendment:

The purpose of the proposed Official Plan amendments (Appendix 10) is to re-designate the subject lands from Open Space to Residential in the Official Plan, and re-designate it from Low Density 2 Residential, Community Park, and Heritage Resource to High Density 1 Residential in the Credit Valley Secondary Plan to permit a 14 storey apartment building containing 208 residential units that will reflect the current Provincial policies while adding to the City's housing stock for its current and future needs.

The following amendment to the Official Plan is proposed:

- a) by changing on Schedule A General Land Use Designations the land use designation of the lands shown outlined on Schedule 'A' to this amendment from "Open Space" to "Residential".

The following amendments to the Credit Valley Secondary Plan Area 45A is proposed:

- a) by changing on Schedule SP45 (A) of Credit Valley Secondary Plan, the land use designation of the lands shown outlined on Schedule 'B' to this amendment from "Low Density 2 Residential", "Community Park", and "Heritage Resource" to "High Density 1 Residential";
- b) by adding on Schedule SP45 (A) of Credit Valley Secondary Plan, "High Density 1" to the list of Residential land use designations; and,
- c) by adding to Section 5.2 (Residential), a new subsection titled "High Density 1 Residential" as follows:

5.2.12 High Density 1 Residential

5.2.12.1 On lands designated High Density 1 Residential as shown on Schedule SP45(A) of Credit Valley Secondary Plan, the

following shall apply, subject to Section 5.2.1 of this chapter:

- i) Permitted uses shall include an apartment building.
- ii) A maximum density of 612 units per net residential hectare (248 units per net residential acre).
- iii) A maximum floor space index of 5.7.

Staff is satisfied that with the proposed Official Plan amendment, the proposed development conforms to the 'Residential' policies of the Official Plan. In conjunction with the adjacent residential subdivisions, it conforms to the intent of the Secondary Plan by creating a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities.

Community Block Plan - Sub Areas 1 & 3 Credit Valley Secondary Plan

The subject lands are situated within the approved Community Block Plan - Sub Areas 1 & 3 Credit Valley Secondary Plan. The Block Plan determines the developable area of the site and the location and size of the infrastructure and community facilities required to support development. The Community Block Plan - Sub Areas 1 & 3 Credit Valley Secondary Plan contemplates Heritage and Park uses on the subject lands. The purpose of the Block Amendment (Appendix 10) is to facilitate the development of the property for a residential land use.

Proposed Amendment:

The following amendment to the Block Plan is proposed:

- a) by changing the land uses shown on Community Block Plan - Sub Areas 1 & 3 Credit Valley Secondary Plan from "Heritage" and "Park" to "Residential" for the lands shown outlined on Schedule 'C' to this amendment.

Staff is satisfied that the application, including the proposed amendment to the Block Plan, conforms to the intent of the Community Block Plan - Sub Areas 1 & 3 Credit Valley Secondary Plan.

Zoning By-law

The property is zoned "Service Commercial – Section 212 (SC-212)" by By-Law 270-2004, as amended which does not permit the proposed residential development. The proposed amendment to the Zoning By-law (Appendix 11) is required to rezone the subject lands from current 'Service Commercial - Section 212 (SC-212)' to 'Residential Apartment B (Holding) - Section 3647' to facilitate the redevelopment of the property with

a 14 storey residential apartment building containing 208 units. Special zoning sections and zoning exceptions have been included to address the zoning requirements of the proposed high density development.

A holding 'H' provision will be attached to the zoning, to be removed upon satisfactory execution of a Section 37 agreement, substantial completion (including relocation/conservation/refurbishment) of the listed heritage schoolhouse into a City-owned facility in Teramoto Park, and satisfactory completion of a number of technical studies to be discussed later in this report.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent of the Official Plan amendment, particularly relating to high density residential development, as well as the vision of Urban Design Brief, and will facilitate the development of the subject property with a high density residential building that fits into the existing/planned residential, retail and institutional development in the area.

Land Use

The application to amend the Official Plan and Zoning By-law, proposes a residential development containing a 14 storey apartment building (208 units) in accordance with the intent of the applicable Official Plan and Credit Valley Secondary Plan Area 45(A) Part II Chapter 45 policies for residential development. While most of the apartment units (135 units – 65 percent) are planned to be one bedroom units, there will be 56 two bedroom apartment units, and 17 three bedroom apartment units provided in the apartment building. Compared to the original proposal which contained a unit mix comprising 61 one bedroom units, 89 two bedroom units and 29 three bedroom units, the current proposal contains a much larger percentage of smaller (one/two bedroom) units which will be more affordable in nature. A total of 211 parking spaces (mostly underground), including 32 visitor parking spaces, and 6 accessible parking spaces will be provided. 102 bicycle parking spaces will also be provided on the ground and first level of underground parking. The access to the site will be a right-in right-out access from Queen Street West.

The site falls just outside of Brampton's 'Built Boundary' and therefore forms part of the City's Designated Greenfield Area, where new communities will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The property is located at the intersection of a BRT Corridor (Queen Street and a Primary Transit Corridor (Chinguacousy Road) which provides it with a high degree of connectivity and walkability. Additionally, the property is located generally between two inter-regional GO service stations which supports regional connectivity and contributes to the creation of complete communities. Furthermore, the site is connected to the existing recreational facilities, park and open space in the area via existing road network.

The property currently contains a listed heritage schoolhouse building. In exchange for permitting the proposed residential use and an increased height and density requested

for the proposed apartment building, the owner and the City have agreed, pursuant to a Section 37 agreement to be executed, that the owner will relocate the listed heritage schoolhouse building to the adjacent Teramoto Park, and conserve/refurbish, and maintain (for two years), the building as a City facility for community events at the owner's expense, and transfer its ownership free of charge to the City. These arrangements will be implemented in accordance with a Section 37 agreement to be executed by the owner and City, and registered on title.

The proposal will result in a compact and intensified development of a property which is served by the existing municipal infrastructure, supports transit, and is pedestrian friendly. It will also add to the City's stock of housing to meet the current and future needs of the community. In association with the surrounding existing residential subdivisions, retail opportunities, and the current/future recreational and institutional facilities, the proposed development will constitute a complete community in accordance with the requirements of the policy framework for the Designated Greenfield Area. While the proposed Block Plan amendment will change the land use on the property from 'Heritage' to 'Residential, the spirit of the Plan will be maintained as the existing listed heritage resource will be protected and conserved.

From a density and intensification perspective, the proposal is a good fit for the key location of the property at the boundary of the built-up area and the terminus of a Primary Intensification Corridor (Queen Street), served with BRT on Queen Street and transit service on Chinguacousy Road. Architecturally, it is intended that the proposed building will be developed with an attractive architectural design to make it a landmark in the area. The development will be subject to a professionally prepared and City approved Urban Design Brief to ensure that appropriate and compatible building materials, colours and details are applied. Detail design matters will be addressed through future Site Plan approval process.

The proposed land uses described above are acceptable from a land-use perspective.

Urban Design & Shadow Study

The proposed development comprises a 14 storey residential apartment building (containing 208 units). The building will contain 135 one bedroom units, 56 two bedroom apartment units, and 17 three bedroom apartment units. An outdoor amenity area will be provided at the rear with a walkway connection to the building. A total of 211 parking spaces (on three underground levels), including 6 accessible surface parking spaces will be provided. 102 bicycle parking spaces will also be provided on the ground level and the first level of underground parking. The proposed development will also include a vehicular drop off area located within the interior of the proposed development, outdoor amenity areas internal to the site, and various landscaped features which will be provided along the perimeter of the proposed building.

One vehicular access point is being proposed from Queen Street West to provide access and internal circulation to the proposed development. Pedestrian walkways are also being

proposed at various locations throughout the site which will connect the proposed building to the existing municipal sidewalk and Multi-use trail systems.

A Brampton Transit Zum stop is located adjacent to the subject site along Queen Street West. The main building entrance is located on the South-East corner of the building. A concrete walkway from the main entrance provides convenient and direct pedestrian access to this transit stop. Additional Brampton transit stops are located at the intersection of Queen Street West and Chinguacousy Road, providing good public transit access to and from the proposed development.

The existing Schoolhouse building (a listed heritage building) will be retained and relocated to the neighbouring Teramoto Park. The portions of the existing building on site that do not retain any heritage value will be demolished.

The proposed development addresses the Vision and Design Goals of the Development Design Guidelines by considering the existing community structure, open space and multi-use trail system, street network, streetscapes, and overall site planning and built form. Detailed architectural and landscape drawings will be based on the approved Urban Design Brief as part of the future Site Plan Approval application to the City. It is anticipated that the use of the Development Design Guidelines will be emphasized during the detailed design and Site Plan Approval process.

The Urban Design Brief dated March 29, 2022 submitted in support of this application has been prepared by Strybos Barron King Ltd., working in conjunction with Kirkor Architecture, and Glen Schnarr & Associates Inc. As part of the Urban Design Brief, Kirkor Architecture has also prepared a Shadow Study in support of the proposed development application to demonstrate the impacts of the proposed high-rise building on the subject lands, the surrounding context, and the public realm. The Shadow Study has concluded that the proposed development will have minimal impact on the adjacent properties, and the residential neighbourhood east of Chinguacousy Road.

The proposed development has been purposefully designed and oriented to address certain design principles indented to create a vibrant, street focused development that pays special attention to the interface between the public and private realm. The following built form principles have been applied to the proposed development:

- Providing massing that will build out the existing street walls along Queen Street West and Chinguacousy Road in order to provide a visually appealing streetscape at the corner of the intersection.
- Designing the main entrance of the building as the focal point of the proposal as special attention has been given to the entrance and massing at the intersection of Queen Street West and Chinguacousy Road.
- Creating a positive street front presence for pedestrians and cyclists.

- Providing a compact development which offers appropriate intensification which effectively supports public sector infrastructure investments in terms of servicing and transit investments and thereby capitalizes on infrastructure investment.
- Providing a building with stepped massing to create an appropriate transition with street scale, adjacent parks and buildings.
- Encouraging a visual interest through the use of appropriate architectural detailing on buildings facade.
- Accommodating vehicle parking below grade and limiting surface parking.
- Creating a landscape strategy that integrates the building into its surroundings.
- Making efforts to discreetly locate the utility and mechanical equipment away from public view, and screen the loading, servicing, and garbage areas from public view.

Staff have reviewed the proposal in conjunction with the Urban Design Brief (including the Shadow Study) and found them to be generally satisfactory. However, more detailed Urban Design Brief will be required to be approved prior to site plan approval.

Environmental Site Assessment

A Phase I ESA prepared by Terraprobe Inc., dated June 17, 2020 has been submitted for the site to determine the potential for on- and off-site contaminating activities that could cause areas of potential environmental concern. The Phase I ESA identified one (1) potentially contaminated activity (PCA) and one (1) area of potential environmental concern (APEC) generated from the PCA. Based on these findings, it was identified that a Phase II ESA would be required.

The Phase II ESA was undertaken as per findings of the Phase I ESA. The findings of the Phase II ESA indicated that there were no exceedance of the applicable site condition standards noted in the soil or groundwater on the property. As such, it is not anticipated that the current environmental conditions at the property will require a Risk Assessment. Staff have reviewed the studies' findings and found them to be acceptable. Staff have required that a Record of Site Condition be filed for staff's review prior to issuance of a building permit.

Traffic Impact and Parking Assessment Study

A Traffic Impact and Parking Assessment dated August 2021 prepared by C.F Crozier & Associates Inc. was submitted in support of the proposed development. The Study assessed the existing and forecasted conditions as well as impacts of the proposed development from a trip generation, access requirement, parking supply, waste management, and road network perspectives. The study concluded that the intersection at Queen Street West / Chinguacousy Road was able to accommodate traffic conditions

based on future projections. The proposed access location is expected to serve the site without safety issues related to sightlines, corner clearances and access conflicts and will be able to accommodate Region of Peel waste collection circulation. Traffic is expected to coordinate safely with the adjacent transit bus stop similar to existing conditions. The existing transit and active transportation facilities are expected to encourage transit use and reduce auto trips at the proposed development. The Study also concluded that the proposed parking provisions are expected to adequately service the proposed development. As such, the Study determined that the proposed development will not result in significant impacts to the operations of the boundary road network.

The Regional staff have reviewed the potential traffic impacts from the proposed development, and have advised that the projected low trip generation will require mitigation measures to be put in place in case vehicular trips remain the preferred means of travel mode for the subject lands. In addition, there are certain outstanding regional waste requirements to be addressed which will be reviewed/approved through the subsequent site plan application. A revised Traffic Impact Study is required prior to Site Plan approval

Servicing

A Functional Servicing Report (FSR) dated March 30, 2022 prepared by Skira & Associates Ltd was submitted in support of the application which staff at the City and Region have reviewed. Given below is the servicing scheme recommended in the FSR:

Stormwater Management:

According to the Report, there is an existing 1050mm diameter municipal storm sewer running south on Chinguacousy Road and continuing west to an existing 1050mm diameter regional storm sewer along Queen Street West. The subject property is within the Churchville Tributary subwatershed of the Credit Valley Conservation (CVC). Onsite stormwater management will be required to restrict post development flows to pre development levels for all storms 2 to 100 year. The required volume will be stored in an underground storage tank, located at the southeast corner of the underground parking structure on the P1 level. An emergency overflow will be provided at the top of the storage tank in cases of outlet blockage or storm events in excess of the 100-year storm event, and will discharge to Chinguacousy Road.

Sanitary Servicing

According to the Report, the site currently has a 150mm diameter sanitary connection to Chinguacousy Road which will be disconnected. There is an existing 250mm diameter sanitary sewer running north on Chinguacousy Road to an existing easement that leads to Bates Court. The proposed development will be serviced to the existing 250mm diameter sanitary sewer on Chinguacousy Road via a proposed 200mm diameter sanitary connection.

Water Supply Servicing

Currently, the site has an existing 25mm water service connection to the existing 150mm diameter local watermain on Queen Street West which will be disconnected. There is currently an existing 150mm diameter local watermain, a 600mm diameter feedermain, and a 600mm diameter watermain on Queen Street West. The proposed development will be serviced to the existing 600mm diameter watermain on Queen Street West. A proposed 250mm diameter watermain connection will be constructed for fire and 150mm water service for domestic use. The existing fire hydrant on Queen Street West will be utilized to provide external fire coverage for the building.

The FSR containing the above servicing scheme has been reviewed by staff at the City and Region of Peel. The City has found the updated FSR to be satisfactory. The Region has concluded that the Report satisfactorily demonstrates that there is adequate water and sanitary capacity for the change in use. However, the FSR requires minor revisions to address the stormwater elements prior to Site Plan approval.

Arborist Report

Strybos Barron King Ltd. was retained by Umbria Developers Inc. to prepare an Arborist Report dated November 24, 2020 for the subject property in accordance with City of Brampton's requirements. The Arborist Report assesses the composition, character and health of existing trees on site and evaluates opportunities for preservation in relation to the proposed development. Based on the proposed site plan, a total of 8 eight (8) healthy table land trees will require removal. Compensation planting of 8 new trees is being proposed and if the compensation trees cannot be accommodated, cash in lieu will be required for the balance.

Staff have reviewed the Arborist Report and find its findings to be acceptable.

Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment dated November 03, 2020 prepared by Amick Consultants Limited was conducted for the subject property in order to identify and assess any archaeological features. The study concluded that no archaeological sites or resources were found on the subject lands and as such no further archaeological assessment was required.

Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Heritage Impact Assessment

The property is listed on Brampton's *Municipal Register of Cultural Heritage Resources*. The listing of a property on Brampton's *Municipal Register of Cultural Heritage Resources*

indicates that Council has identified the property as being of cultural heritage value/interest.

Architects Rasch Eckler Associates Ltd. (AREA) was retained by Umbria Developers Inc. to prepare a Heritage Impact Assessment report (HIA) dated October 25, 2021, and Addendum to HIA dated February 15, 2022 (with relocation plan) for the property. The HIA focuses on the former one room, brick schoolhouse on the property. The study concludes that the Schoolhouse building merits designation under the *Ontario Heritage Act*, as it is representing a Victorian style building.

The existing heritage resource was originally designed to be retained, rehabilitated and relocated on the subject property. Since the first submission, it has been determined that the Schoolhouse will be relocated to the neighbouring Teramoto Park, where it will be restored, conserved and refurbished at the owner's cost for use as a community events facility. It will also be maintained for a period of two years at the owner's cost, and transferred to the City at no cost to the City.

To assist City staff with their recommendations on the relocation of the Schoolhouse building, AREA is in the process of preparing various materials to support the proposed relocation. These items include but are not limited to the following: Building Condition Assessment Report, Heritage Building Protection Plan, Heritage Conservation Plan, Structural Assessment Report, and Heritage Permit Application.

Staff have reviewed the HIA and deemed it to be complete for presentation to Brampton Heritage Board. The consultant is currently working to submit the rest of the technical reports indicated above which will be reviewed by staff when ready.

Sustainability

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 53, achieving the City's Silver Threshold. The proposal meets City's required minimum sustainability standards. Please see the attached Sustainability Score Snapshot at Appendix 12.