

## Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

### Planning Act R.S.O 1990 and Provincial Policy Statement (2020)

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

- *The orderly development of safe and healthy communities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
  - *Is well-designed,*
  - *Encourages a sense of place, and*
  - *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposal will also be reviewed for its compliance with the Provincial Policy Statement (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The PPS policies that are applicable to this application are as follows:

Section 1 of the PPS includes policies focused on building strong, healthy communities and promoting efficient land use and development patterns that support sustainable, liveable, and resilient communities.

- *Section 1.1.1 - Healthy, liveable and safe communities are sustained by:*
  - a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - b) *accommodating an appropriate affordable and market- based range and mix of residential types (including single-detached, additional residential units, multiunit housing, affordable housing and affordable 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;*

- 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) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society”*
- *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 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.*
  - *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 1.1.3.6 - 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.*
  - *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, 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;”*
  - *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:*
    - 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 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.*
- *Section 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.*
  - *Section 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.*
  - *Section 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.*

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

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 Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041.

The subject lands are located within the "Delineated Built-Up Area" and "Urban Growth Centre" as defined by the 2019 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure

conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- *Section 2.2.1.2 - Forecasted growth to the horizon of this Plan will be allocated based on 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;*
- *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 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.*
  - e) *provide for a more compact built form and a vibrant public realm, including public open spaces.*
- *Section 2.2.3.1 - Urban growth centres will be planned:*
  - a) *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
  - b) *to accommodate and support the transit network at the regional scale and*
  - c) *provide connection points for inter- and intra-regional transit;*
  - d) *to accommodate significant population and employment growth.*
- *Section 2.2.3.2. - Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
  - b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown*

*Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

- *Section 2.2.6.1. - 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.*
- *Section 2.2.6.3. - To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

## **Regional Official Plan**

The Regional 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 lands are located within the “Urban Growth Centre” designation as identified on *Schedule D – Regional Structure* in the Regional of Peel Official Plan. Urban Growth Centres as shown on Schedule D, are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers.

The applicable sections of the Regional Official Plan for this development application include:

- *Section 5.3.3.1.1 - To Achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.*
- *Section 5.3.3.1.2 - To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.*
- *Section 5.3.3.1.3 - To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- *Section 5.3.3.1.4 - To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectares by 2031 or earlier.*

- *Section 5.3.3.2.1 - Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses.*
- *Section 5.3.3.2.3 - Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*
  - b) the provision of opportunities for residents to live and work within the urban growth centre;*
  - c) the establishment of a higher intensity compact form, with a wide range and mix of land uses; and,*
  - d) the provision of a transit-supportive and pedestrian oriented urban form.*
- *Section 5.5.2.1 - Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented offer transportation choices, including a diverse mix of land uses, accommodate people of all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- *Section 5.5.2.2 - Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- *Section 5.5.3.2.3 - Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- *Section 5.9.1.2 - To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- *Section 5.9.1.3 - To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- *Section 5.9.1.4 - To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

### **Official Plan:**

The purpose of the City of Brampton Official Plan is to give clear direction as to how physical development and land use decisions should take place to meet the current and future needs of its residents.

### **Central Area & Urban Growth Centre**

The subject lands are designated “Central Area” on Schedule A – General Land Use Designations of the Official Plan. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well

as major commercial, retail and employment activities. The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. A significant portion of the Central Area has been designated by the Province as an Urban Growth Centre as depicted on Schedule “1A” generally extending from McLaughlin Road to Highway 410 along Queen Street, and is an area that is planned to accommodate the highest densities. The vision for the Central Area and Urban Growth Centre is to continue reinforcing its role as a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses.

In addition to the above, the following policies apply to lands within the Central Area and Urban Growth Centre:

- Section 3.2.3.2 - The Urban Growth Centre shall be planned to achieve a minimum density of 200 person and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.
- Section 3.2.3.3 - Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.
- Section 4.1.2 - The Central Area, including the Urban Growth Centre, as designated on Schedules “1” and “A”, serves as the major location for free-standing or mixed-use development including:
  - (i) A full range of office, retail and service activities; and,
  - (ii) A variety of residential uses.

#### Queen Street Corridor Precinct

The Queen Street Corridor is identified within the Official Plan as a precinct within the Central Area that has the potential to transform into a mixed-use, transit-oriented, pedestrian friendly environment. The City is currently in the process of completing a land use study and precinct plan for the Queen Street East Corridor to support the implementation of a Community Planning Permit System.

#### Primary Intensification Corridor

Queen Street is designated as a Primary Intensification Corridor on Schedule 1 – City Concept. Primary Intensification Corridor’s are primarily identified as higher order transit corridors linking major destinations within and beyond the limits of the City. Primary Intensification Corridors are to be planned to accommodate intense mixed-use development at higher densities supported by the City’s highest level of transit service.

#### Bus Rapid Transit Corridor – Queen Street

The subject property is located along Queen Street East, which is identified as a Bus Rapid Transit (BRT) Corridor on Schedule C – Transit Network in the Official Plan. BRT Corridors are intended to provide high-frequency services on key north-south and east-west spines designed initially as BRT corridors with flexibility to be operated as a LRT corridor linking major destination within and beyond the City. The Central Area is the focus for the implementation of the City’s BRT routes, which forms part of the City’s Transportation and Transit Master Plan. The BRT addresses the short term need to link

Brampton Transit to the evolving inter-regional transit system in Mississauga, York Region and the Greater Toronto Area served by GO Transit. With its emphasis on enhanced services on the east-west Queen Street corridor and the north-south Hurontario – Main Street route, the BRT proposes increased service frequency throughout these corridors, enhanced east-west connections to the TTC, and north-south connections with GO Transit services in the Highway 407 and 403 Corridors, Central Mississauga and the Port Credit GO Station. This enhanced transit service provides another incentive for people to live and work in the Central Area.

The development proposal is consistent with the “Central Area” Official Plan designation. An amendment to the Official Plan is not required.

### **Queen Street Corridor Secondary Plan:**

The property is located within the Queen Street Corridor Secondary Plan (Area 36) and is designated “Central Area Mixed-Use” as shown on Schedule SP36(A). Lands designated Central Area Mixed-Use are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit.

The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. An increase beyond the maximum coverage specified within the Central Area Mixed-Use designation shall require a site specific rezoning application.

The development proposal is consistent with the “Central Area Mixed-Use” Secondary Plan designation. An amendment to the Secondary Plan is not required.

### **Zoning By-law:**

The property is zoned “Future Development – Section 3453 (FD-3453)” by By-Law 270-2004, as amended. The “FD-3453” zone only permits uses that legally existed on the date that the By-law came into effect. The development of new buildings or structures along with the addition of existing buildings is not permitted with the FD zone therefore an amendment to the Zoning By-law is required to facilitate the proposed mixed-use development.

### **Sustainability Score & Summary:**

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the



proposal. The application has a Sustainability Score of 36 points, which achieves the City's Bronze threshold. City staff is currently reviewing the sustainability performance metrics and summary to verify the sustainability score.

### **Documents Submitted in Support of the Application:**

The applicant has submitted the following documents in support of the application:

- Draft Zoning By-law Amendment
- Property Survey
- Parcel Abstract
- Tertiary Plan
- Development Concept Plan
- Elevation Drawings
- Floor Plans
- Planning Justification Report
- Public Consultation Strategy
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Tree Inventory Preservation Plan
- Tree Inventory Preservation Report
- Conceptual Landscape Plan
- Geotechnical Report
- Functional Servicing Report
- Noise and Vibration Report
- Stage 1-3 Archaeological Assessment
- Traffic Impact Study
- Urban Design Brief
- Conceptual Streetscape Plan
- Grading Plan
- Site Servicing Plan
- Sustainability Score & Summary

The City may request further technical information necessary for its review, based on agency circulation or public input. Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.