

Information Summary OZS-2020-0025

Notwithstanding the information summary provided below, staff advises 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, the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan (Area 36).

Provincial Policy Statement (2020)

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicable to this application include but are not limited to:

- 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, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
 - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - 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;*
 - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- 1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.*

- 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;*
 - d) prepare for the impacts of a changing climate;*
 - e) support active transportation;*
 - f) are transit-supportive, where transit is planned, exists or may be developed;*
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*
- 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.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 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.*
- 1.1.3.7 *Planning authorities should establish and implement phasing policies to ensure:*
- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*

- b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

1.2.1

A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:

- a) managing and/or promoting growth and development that is integrated with infrastructure planning;*
- b) economic development strategies;*
- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;*
- d) infrastructure, multimodal transportation systems, public service facilities and waste management systems;*
- g) population, housing and employment projections, based on regional market areas; and*
- h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.*

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; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households*

and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

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.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*

- d) *mitigate risks to human health, safety, property and the environment;*
 - e) *maximize the extent and function of vegetative and pervious surfaces; and*
 - f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact 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.*
- 1.7.1 *Long-term economic prosperity should be supported by:*
 - 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;*
 - c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
 - d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
 - e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*
 - a) *promote compact form and a structure of nodes and corridors;*
 - b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 - e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Growth Plan for the Greater Golden Horseshoe (2019)

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

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 waste water 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;*
- d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

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 additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

- 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;*

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

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 provide connection points for inter-and intra-regional transit;*
- c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) *to accommodate significant population and employment growth.*

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;*

2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

2.2.4.2 *For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*

2.2.4.10 *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

- 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.*
- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

Region of Peel Official Plan

The application will be evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

The Urban System Objectives:

- 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, services, 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.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*
- 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; and*
 - d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Urban Growth Centres and Regional Intensification Corridor Objectives

- 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
- 5.3.3.1.2 To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling
- 5.3.3.1.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.
- 5.3.3.1.4 To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier

Urban Growth Centres and Regional Intensification Corridor Policies

- 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 such as: commercial, office and major institutional – as designated and/or defined in are municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).
- 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;
 - d) the provision of a transit-supportive and pedestrian-oriented urban form;

Growth Management Objectives

- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Growth Management Policies

- 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, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

Intensification Objectives:

- 5.5.3.1.1 *To achieve compact and efficient urban forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

Intensification Policies

- 5.5.3.2.2 *Facilitate and promote intensification.*
- 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.*
- 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually will be within the built-up area.*

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;
- 5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

Housing Objectives:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

Housing Policies:

- 5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*
- 5.8.2.5 *Support the initiatives of the area municipalities in the construction and retention of rental housing.*

Inter and Intra-Regional Transit Network Objectives:

- 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.*

Inter and Intra-Regional Transit Network Policies:

- 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.*

Official Plan:

The site is designated “Central Area” in *Schedule A – General Land Use Designations* and is located within the “Urban Growth Centre” in *Schedule 1A – Urban Growth Centre*. The vision for lands within this designation and within the “Urban Growth Centre” is to continue reinforcing the role as a focal area for investment, institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. The lands designated “Central Area” are a major preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses.

The City’s Sustainable Planning Framework directs a significant amount of new growth to the City’s existing built up area, with a focus on higher intensity in the Central area. The intent of this intensification is to provide complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

An amendment to the Official Plan is not required.

The application will be evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

3.1 Residential

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area,*

the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.

- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Conserve land resources by optimizing opportunities for infill, intensification*
- *Develop, healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.*
- *Respect and enhance the existing built, social, and environmental context to instil a sense of pride and identity and contribute to the stability and vitality of the community.*

3.2. Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.

3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:

- i. Accommodate a significant portion of population and employment growth;*
- ii. Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- iii. Provide high quality public open spaces;*
- iv. Support transit, walking and cycling for everyday activities;*
- v. Develop in a compact form that will efficiently use land and resources,*
- vi. Optimize the use of existing and new infrastructure and services;*
- vii. Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- viii. Achieve an appropriate transition of built form to adjacent areas.*

3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the

built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

3.2.5.2.2 Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height.

3.2.8 Communities

Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

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;*
- ii. A variety of residential uses;*
- iii. Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
- iv. Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
- v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- vi. Major transit infrastructure.*

4.2 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.*

- v. *Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*
- 4.2.1.8 *Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*
- 4.2.1.14 *In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*
 - i. *Variety of housing types and architectural styles;*
 - ii. *Siting and building setbacks;*
 - vi. *Incorporation of multiple unit dwellings and apartments*
- 4.11.3.1.1 *Mid-rise buildings shall address the following design issues:*
 - *Building articulation and efficiencies;*
 - *Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
 - *Servicing (i.e. loading, garbage, parking);*
 - *Separation between commercial and residential;*
 - *Access to transit;*
 - *The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
 - *Build along the streetline and maintain common setback; and,*
 - *Ground floor uses.*
- 4.11.3.2.1 *Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule “A”, and subject to the policies of this Plan.*
- 4.11.3.2.3 *Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*
- 4.11.3.2.5 *There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*
- 4.11.3.2.7 *The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and*

circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).

- 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*
- 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.*
- 4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.8.1 Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

Secondary Plan:

Queen Street Corridor Secondary Plan (Area 36)

The property is designated “Central Area Mixed-Use” in the Queen Street Corridor Secondary Plan (Area 36). Lands within this designation are intended to accommodate mixed-use development incorporating any combination of a range of uses including commercial, retail, office, and residential.

An amendment to the Secondary Plan is not required to facilitate the proposed residential uses on the property.

The application will be evaluated against the Queen Street Corridor Secondary Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Secondary Plan sections applicable to this application include but are not limited to:

- 5.1.1.4 An increase beyond the maximum density specified by policy 5.1.2.2, policy 5.1.2.7 and Table 1 of this Plan, and/or increase the permitted percentage of residential shall require a site specific rezoning application containing supporting rationale and documentation.*
- 5.1.2.2 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. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An*

increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4.

Table 1 (Excerpt)
Central Area Mixed-Use Designations Density Structure
Queen Street Corridor Secondary Plan

Area	Overall Maximum FSI	Maximum Residential FSI
<i>Queen Street East, west of Beech Street and Trueman Street</i>	2.0	1.0

- 5.1.2.5 *Lot consolidation, particularly for smaller lots, shall be encouraged while ensuring that long-term redevelopment is not precluded. The submission of a Tertiary Plan and/or planning justification addressing lot consolidation may be required by the City in association with a development application to ensure that a redevelopment proposal does not negatively affect redevelopment opportunity for nearby and adjacent lots.*
- 6.1.1 *The general intent of this chapter is to ensure the development and maintenance of an efficient transportation network that will:*
- iv. *promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system;*
- 6.2.1 *The overall road network for the Queen Street Corridor Secondary Plan is shown on Schedule SP36(B). Collector roads considered to be essential for the development objectives of this Plan are identified schematically on Schedule SP36(B). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approvals stage. As a condition of development approval, landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements.*
- 6.2.2 *Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.*
- 6.3.3 *The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 8% to the ultimate target of 24% by: encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning bylaw.*
- 6.6.1 *The City shall encourage flexible and less stringent parking standards to facilitate commercial, residential and mixed-use development / redevelopment within the Secondary Plan Area. This flexible approach is*

based on the current supply of parking spaces, the existence of non-auto facilities for bus, rail, bicycle and pedestrian travel, and the proposed improvements to these facilities as detailed in this Plan.

- 6.6.2 *Council may from time-to-time exempt commercial and mixed-use developments within the Queen Street Corridor Secondary Plan from on-site parking requirements of the appropriate zoning by-law and/or may enact a comprehensive by-law to establish reduced parking standards across the Secondary Plan Area.*
- 7.1 *The Queen Street Corridor Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Etobicoke Creek Central Branch. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.*
- 7.2 *New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.*
- 8.2.2 *All physical development and redevelopment activity in the Queen Street Corridor Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.*

Queen Street Corridor Secondary Plan Interim Design Guidelines

- 1.3.1 *The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site specific basis through the application of land use densities, parking standards and setback specifications.*
- 1.3.2 *To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three stories and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.*
- 1.4.1 *The City shall encourage creative detailing of building facades, taking into account the visual context of the neighbourhood. Special consideration shall be given to the arrangement of entrances and windows for optimum exposure to the street and other surrounding public open spaces. Special effects through the use of colour, texture, mouldings, murals and faux painting are also encouraged where appropriate.*

- 1.4.5 *All new developments shall incorporate the principles of C.P.T.E.D. (Crime Prevention through Environmental Design) for the purpose of reducing the fear and incidences of crime within the Secondary Plan by increasing opportunities for surveillance of accessible spaces.*
- 1.5.5 *The City shall encourage the provision of structured parking either below or above grade in the Residential designations which permit densities above 20 units per acre, and in the Central Area Mixed-Use and Primary Office Node designations.*

Zoning By-law:

The property is zoned “Residential Single Detached B – R1B” in Zoning By-law 270-2004. This zoning permits single detached dwellings, group homes, places of worship and purposes accessory to the permitted uses.

A Zoning By-law amendment is required to allow a 9-storey residential apartment building on the property.

Sustainability Score and Summary

A full review of the Sustainability Score and Summary will be undertaken and discussed within the Recommendation Report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 88. This meets the City’s Gold threshold.

Documents Submitted in Support of the Application

- Planning Justification Report
- Draft Zoning By-law
- Concept Plan and Elevations
- Functioning Servicing
- Traffic Impact Study
- Parking Justification Study
- Heritage Impact Assessment
- Geotechnical Report
- Arborist Report
- Landscape Master Plan
- Tree Inventory and Removal Plan
- Phase 1 and Phase 2 Environmental Site Assessment
- Sustainability Score Overview and Summary Report
- Urban Design Brief and Shadow Study