

**Detailed Planning Analysis**  
**City File Number: C02E05.036**

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Queen Street Corridor Secondary Plan (SP36) provide direction and policies that encourage the development of a transit-oriented community that promotes protection of employment lands, superior community design, and the creation of complete communities. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

**Planning Act:**

The application is in compliance with matters of provincial interest as identified in Section 2 of the *Planning Act R.S.O 1990* in terms of the following:

*(a) the protection of ecological systems, including natural areas, features and functions; (h) the orderly development of safe and healthy communities;*

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

*(h) the orderly development of safe and healthy communities;*

*(j) the adequate provision of a full range of housing, including affordable housing;*

*(p) the appropriate location of growth and development;*

*(k) the adequate provision of employment opportunities;*

*(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,*

*(r) the promotion of built form that:*

*(i) is well designed,*

*(ii) encourages a sense of place, and*

*(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

**Analysis:**

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities due to its location on Queen Street and given the designation on site of "Bus Rapid Transit Corridor" and the site being located within an "Urban Growth Centre" as identified within the Official Plan. The subject lands are within an area planned for mixed-use, transit-oriented development, and

intensification. The proposal acknowledges this and provides new residential housing units as well as commercial spaces which satisfies Section 2 (h), (j), and (p) of the Planning Act.

Section 2(f) of the Planning Act requires the adequate provision of sewer and water services. The Region of Peel has indicated that there is insufficient capacity in the sanitary sewer system to accommodate Phase 1 and Phase 2 of the development.

City and Regional staff are recommending the use of a holding symbol in the Zoning By-law for Phase 1 and Phase 2, until such time as a satisfactory Master Servicing Plan is provided to the Region of Peel and includes phasing and staging requirements for water and wastewater. This would restrict the development from occurring on site until such a time where the H is lifted from the property.

Given the above rationale staff are satisfied that the proposed development is consistent with matters of provincial interest as set out in the Planning Act.

### **Provincial Policy Statement (PPS), 2020:**

The *Provincial Policy Statement* sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement (PPS).

#### *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 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;*
- (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.*

#### *1.1.3.1 Settlement areas shall be the focus of growth and development*

*1.1.3.2 states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- (a) efficiently use land and resources; and,*

*(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.*

*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.*

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements 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*
- 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.*

*1.6.6.1 Planning for sewage and water services shall:*

*a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

- 1. municipal sewage services and municipal water services; and*
- 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*

*b) ensure that these systems are provided in a manner that:*

1. can be sustained by the water resources upon which such services rely;
2. prepares for the impacts of a changing climate;
3. is feasible and financially viable over their lifecycle; and
4. protects human health and safety, and the natural environment;

d) integrate servicing and land use considerations at all stages of the planning process;  
and

*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.*

*1.6.6.4 Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development.*

*At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.*

*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;*
- c) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- d) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;*

Analysis:

The property is located within a settlement area that is defined in provincial and municipal planning documents. It is designated "Central Area" as per `Schedule A' of the City of Brampton

Official Plan, which permits various mixed-use development types including high-rise apartments. The proposed development represents an appropriately scaled development within an 'Urban Growth Centre' along the Queen Street Corridor. The Queen Street Corridor is also the focus for the implementation of the City's Bus Rapid Transit (BRT) routes. Added intensification along this route will assist in the future transformation of this corridor as a mixed-use corridor with a full range of office, retail and service activities, as well as a variety of residential uses.

The proposed mixed-use development also represents intensification within the Urban System and utilizes existing municipal services and community uses. The development efficiently uses lands that are underutilized, adjacent to existing public transit services, and near Downtown Brampton. Through the use of zoning controls and urban design guidelines, the built form and character of the proposed development will both integrate into the existing neighborhood and enhance the character and design of the site itself. The development also represents a compact built-form which will provide of mix of land uses and housing types. Being a form of intensification, the proposed development will assist in achieving the policy objective of ensuring sufficient housing supply within a settlement area.

Section 1.6.6 of the PPS contains policies that speak to planning for municipal sewage and water services. Within a settlement area, existing municipal sewage services, water services, intensification and redevelopment shall all be promoted wherever feasible to optimize the use of services. It is currently the responsibility of the Region to ensure that servicing capacity meets both forecasted growth and evolving growth trends within an Urban Growth Centre.

There are appropriate provisions in place, within the zoning by-law to restrict development until such a time where adequate infrastructure is available to service the development. Additional provisions are in place for the phase 2 lands which will be required prior to the lifting of H for that phase. This will allow for the advancement of a strategically important development application that will help support the vision for the City's Urban Growth Centre and contribute towards meeting Brampton's Housing Pledge of 113,000 new housing units by 2031.

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

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020:**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

*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:*
  - a. Have a delineated built boundary;*
  - b. Have existing or planned municipal water and wastewater systems; and*
  - c. Can support the achievement of complete communities;*
- c. within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- iii. strategic growth areas; 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;*

*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;*
- 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; e) provide for a more compact built form and a vibrant public realm including public open spaces;*

*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*

Analysis:

The property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a built-up area that is planned to accommodate this type of growth, has good access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.1.2 c) of the Growth Plan.

The proposed development is also located within Brampton's Urban Growth Centre and is directly serviced by existing transit provided by Brampton Transit along Queen Street. The scale of the development provides an appropriate transition of built form within a transit corridor, while providing a mix of housing and commercial uses to support complete communities. This satisfies section 2.2.1 (a), (c) and (d), as well as 2.2.3 (a), (b), (c), (d), (e), and (f) of the Growth Plan.

Staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

## Region of Peel Official Plan

The *Region of Peel Official Plan* provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources, and provides a basis for efficiently managing growth.

The subject lands are located within the 'Urban System', 'Urban Growth System', and is located along the 'BRT' planned on Queen Street as depicted on Schedules E-1, F-1 respectively of the Region of Peel Official Plan. The site is also situated within a Primary MTSA as depicted by Schedule E-2 and E-5. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

*5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.*

*5.3.3 Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, in accordance with the PPS, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.*

*5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.*

*5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*

*5.4.6 To optimize the use of the existing and planned infrastructure and services.*

*5.4.7 Promote 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.*

*5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, 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.*

*5.4.18.3 To revitalize and/or enhance developed areas.*

*5.4.18.4 To intensify development on underutilized lands*

*5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

*5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

*5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*

*5.6.19.3 Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.*

*5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel*

*6.5.1 To provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.*

*6.5.2 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.*

*6.5.3 No development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available*

#### Analysis:

The proposed Zoning By-law amendment will facilitate intensification within an 'Urban Growth Centre' and within the Regional Urban Boundary as defined by the Regional Official Plan. The site also is within a Primary Major Transit Station Area (MTSA) as such policies from Section 5.6.19 would also be applicable. Staff is satisfied that the site design will result in the redevelopment of an underutilized site into a compact built form that is transit-oriented, while creating an attractive public realm surrounding the development. The proposal will also contribute to the overall supply of housing in Brampton, particularly one- and two-bedroom apartment typologies. This will help diversify the housing stock in the area while accommodating residential and employment growth, which will further assist in the achievement of regional population and employment forecasts. The proposed development is situated in an area that optimizes the use of existing infrastructure, including but not limited to, public transit (Queen Street BRT), sanitary sewers, and water mains, resulting in an efficient urban form. The proposal lends itself to becoming a transit oriented and pedestrian friendly which assists in achieving the goals of Planned MTSA's.

Policy 6.5.1 of the Regional Official Plan outlines the need to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-



effective manner consistent with public needs and financial realities. Policy 6.5.2 requires full municipal sewage and water services to accommodate growth in the Urban System, subject to regional financial and physical capabilities. 6.5.3 ensures that no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal.

It is critical for the Region to provide adequate site servicing capacity for redevelopment sites across Brampton's Urban Growth Centre. These are locations where the Region's Official Plan policies encourage intensification, compact built form, and redevelopment to provide a range and mix of housing, employment, recreation, and entertainment. The Region's policies also identify Urban Growth Centre's as focal areas for investment in region-wide services and infrastructure. Ensuring there is adequate servicing capacity to accommodate the transformation of an Urban Growth Centre is a key function and responsibility of the Region of Peel. It is City staff's understanding that by the end of 2023, a 2024 budget request will be brought forward to Regional Council to update the Region's Master Plan and provide capital budget allocation to upgrade critical infrastructure to accommodate future growth in the Queen Street Corridor.

City and Regional staff recommend that a Holding (H) symbol be placed in the zoning by-law amendment to ensure that a satisfactory Master Servicing Plan that includes phasing and staging requirements for water and wastewater is submitted by the applicant to protect the lands from future development until such time that the appropriate arrangements are made to service Phase 1 and Phase 2 of the proposed development.

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

### **City of Brampton Official Plan**

The subject lands are designated as "Central Area" on Schedule A and are located within the "Urban Growth Centre" on Schedule 1A of the City of Brampton Official Plan. An amendment to the Official Plan is not required. The policies that are applicable to the site include but are not limited to the following:

*3.2.3.1 Development within Major Transit Station Areas, Primary Intensification Corridors and Secondary Intensification Corridors located within the Central Area are not subject to policies 3.2.4.1, 3.2.6.2 and 3.2.6.5.*

*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.*

*3.2.3.3 Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.*

*3.2.3.4 Opportunities to exceed the maximum height and/or density currently permitted within the Secondary Plan or Zoning By-law within the Central Area and Urban Growth Centre shall be considered subject to the provisions of section 5.12.*

Analysis:

The Official Plan states in Section 3.2.3 that 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. The Central Area is a major preferred location for investment and intensification, permitting a full range of office, retail, commercial and service activities as well as an array of residential, and institutional uses. A vibrant mixed use Urban Growth Centre will include planning to achieve a minimum gross density of 200 people and jobs combined per hectare, in a healthy balance that allows residents to live and work in close proximity. Major intensification will be directed away from stable low-density neighborhoods to ensure a compatible mix of land uses within the Central Area and Urban Growth Centre.

In addition to the above, the following policies, among others, have also been identified as applying to the proposal as it is located adjacent to the Etobicoke Creek Tributary:

4.6.6.8 Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule "D" unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.

Through discussions with the applicant and conservation authority a holding provision has been placed on the phase of the development which will be adjacent to the feature and includes provisions for an Environmental Impact Study to be submitted to the satisfaction of the Toronto Region Conservation Authority. This places appropriate measures to fulfill the policy objectives of 4.6.6.8.

As such staff are of the opinion that the proposed zoning by-law amendment meets the intent of the Brampton Official Plan.

### **Queen Street Corridor Secondary Plan (Area 36)**

The subject property is designated "Central Area Mixed Use" in the Queen Street Corridor Secondary Plan.

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 (Section 5.1.2.1).

The maximum density identified for the subject site is an overall floor space index of 3.5 and a floor space index of 2.0 for residential uses (Section 5.1.2.2). Section 5.1.1.4 allows for increases beyond these maximums through a site-specific rezoning application containing supporting rationale and documentation.

Schedule C to the Secondary Plan schematically shows that a new east-west road and a new north-south road are to be built within the Queen Street / Hansen Road / Rutherford Road. Both potentially would extend through the subject site. Section 6.2.4 of the Secondary Plan requires the proponents of a development application to convey the lands necessary for these roads and to build and/or provide financial contributions for them which the applicant has been agreeable to.

Analysis:

The proposed mixed-use high-density development satisfies the above noted policies with respect to densities and uses, as well as the creation of a new east-west public road through the site to create smaller city blocks that can develop with higher densities with better access and pedestrian movements. Through the technical review of the subject property staff are of the opinion that requirements of section 5.1.1.4 are met and the contemplated FSI increase is supportable from a planning perspective.

As such staff are of the opinion that the proposed zoning by-law amendment meets the intent of the Queen Street Corridor Secondary Plan.

#### **City of Brampton Zoning By-law 270-2004**

The property is zoned "Queen Street Mixed Use Transition - Section 3350" by By-law 270-2004, as amended. This zone allows the development of either a low-rise commercial development or a high-density, mixed-use development with a maximum floor space index of 3.5.

Analysis:

An amendment to the Zoning By-law is required to rezone the lands to facilitate the proposed higher densities of this mixed-use development.

The proposed By-law includes development standards such as a maximum floor space index, maximum building heights, maximum tower and podium separation distances, as well as a holding provision for the phase 1 and 2 development of the property. As noted previously in this report, staff are placing a holding provision within the zoning by-law (Attachment 10) to restrict development until such a time where the following holding provisions are lifted:

For Lifting of H for Phase 1 & 2 Lands:

1. Confirmation from the Region of Peel's Commissioner of Public Works or Designate that a satisfactory Master Servicing Plan, that includes phasing and staging requirements for water and wastewater is received.

For Lifting of H on Phase 2 Lands:

2. The City's Commissioner of Public Works shall be satisfied that a new public road providing access to the lands has been constructed to either Rutherford Road S and/or Hansen Road S and conveyed to the City, or other alternative access arrangements to the satisfaction of the Commissioner of Public Works;

3. A Hydraulic Analysis shall be finalized to the satisfaction of the Toronto Region Conservation Authority; and,
4. The following shall be finalized to the satisfaction of the City's Director of Development Services and the Toronto Region Conservation Authority:
  - a. An Environmental Impact Study that identifies existing Natural Heritage Features, natural hazards, and applicable buffers;
  - b. An assessment for compensation in respect of any development proposed to remove or encroach within the identified Natural Heritage Features, natural hazards, and applicable buffers, in accordance with the Toronto Region Conservation Authority's Guideline for Determining Ecosystem Compensation (or successor policy); and,
  - c. Lands comprising Natural Heritage Features that are not subject to removal or encroachment by proposed development being conveyed to either the City of Brampton or the Toronto Region Conservation Authority, if required

### **Sustainability Score and Summary**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications.

The application has demonstrated a significant contribution to the City of Brampton' sustainability score by achieving a score of 61 points which would categorize it as a silver threshold under Version 1.0 of the tool.

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

The applicant has submitted and received approval for the following studies and plans in support of the application:

#### Planning Rationale and Justification Report

The planning justification report (prepared by Weston Consulting.) was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Queen Street Corridor Secondary Plan are satisfied. It is satisfactory to support the proposed Zoning By-law Amendment.

#### Traffic Impact Study & Parking Study

A Transportation Impact Study (TIS) was submitted by LEA Consulting Limited to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network and reduced parking calculation. The study examines the trip generation, access requirements, and study area road network impact of the proposed development. City Staff have reviewed the application and have no objections to the traffic impacts on adjacent roads and reduced parking calculation and meets the standards of the City of Brampton given the transit accessibility to site.

### Urban Design Brief

A Urban Design Brief (UDB) was submitted by Weston Consulting in support of the proposed design for the mixed-use development. The Urban Design brief provides an overview of the design principles that will guide the detailed design of the project through a subsequent Site Plan Application. The Urban Design brief has been reviewed by City of Brampton Staff and has concluded that the proposed design will provide an appropriate mixed-use development that will contribute to the City's vision for the Queen Street Corridor.

### Noise Feasibility Study

A Noise Feasibility Study was submitted by Novus Environmental for the proposed development. The study found that the noise from the adjacent commercial and industrial uses would contribute to a dominant source of sound. As such the Noise Study found a Class 4 guideline limits of the Ministry of Environment Conservation and Parks to be met. The study also noted a Class 4 Area designation for the site is to be appropriate for the subject site and staff have deemed this appropriate. This has been noted within this report for council consideration.

### Air Quality and Noise Compatibility Study (D6)

An Air Quality and Noise Compatibility Study was submitted by Novus Environmental in support of the subject application. As the proposed development is within close proximity to industrial uses the study had identified potential land-use compatibility issues such as odours and sound. The study did conclude that the identified emissions would not affect the subject site development potential and recommended certain measures such as positive pressurization following ASHRAE standards and provisions of space for odour filtration for the central air handling units in conjunction with placement of ventilation intakes.

### Block Plan

Quadrangle Architects and Weston Consulting had submitted a Block Plan in support of the application to outline future development of the area. The proposed development is an early example of the multi-use development along the Queen Street East Corridor. The Block Plan has highlighted a variety of heights, massings, and uses along the Queen Street Corridor which generally step down towards the street edge while enabling the development of larger towers to identify the corridor. The Block Plan also creates a framework for the street and public spaces along the corridor. As such it was found to be supportable to a walkable, accessible, and bike friendly frontage and condition along the corridor.

### Sun-Shadow Study

Quadrangle Architects had undertaken a Sun and Shadow Study in support of the proposed development. The findings discovered that the shadowing impacts of the proposed development onto Queen Street East will occur in the morning hours during the spring and fall equinox and winter solstice. The findings also discovered that a shadow will be cast onto the adjacent commercial and industrial properties to the east during afternoons and evenings during the spring and fall equinox in addition to the winter solstice. The findings also suggest that a shadow will not be cast onto the residential subdivision to the north.

### Functional Servicing Report (FSR)

A Functional Servicing Report was prepared by Lithos Group Inc. in support of the application. The report proposes a municipal servicing scheme that demonstrates the viability of storm drainage , sanitary and water supply servicing for the proposed development. The site stormwater discharge will be controlled to each of the 2 to 100 year pre-development flows and post-development storm runoff will be discharged to the existing tributary located adjacent to the site. The report also found that onsite storage will be required. Staff have reviewed the FSR and have found it supportable of the rezoning application.

Due to the current limitations of the existing sanitary sewer servicing in this area of the City, City staff along with Regional Staff recommend that a Holding (H) symbol be placed in the zoning by-law amendment to ensure that a satisfactory Master Servicing Plan that includes phasing and staging requirements for water and wastewater is submitted by the applicant to protect the lands from future development until such time that the appropriate arrangements are made to service Phase 1 and Phase 2 of the proposed development.

#### Geotechnical and Soils Investigation Report

A Geotechnical and Soils Investigation was undertaken by Terraprobe Inc. in support of the subject application. The report provides interpretation, analysis and advice with regards to geotechnical engineering aspects of the proposed development. The report discusses design consideration for constructability and outlines excavation, ground water controls, and site work process measures. Staff have reviewed the report and found it sufficient to City standards.

#### Hydrogeological Investigation Report

A Hydrogeological Investigation Report was conducted by Terraprobe Inc. in favor of the proposed rezoning and was complete in conjunction with the Phase Two Environmental Site Assessment and Geotechnical Investigation. The investigation was conducted through the drilling of sixteen boreholes with varying depths. The findings discovered that the ground water sampling and water quality exceed the Region of Peel and City of Brampton Sanitary and Storm Sewer Use Criteria and as such a discharge agreement must be obtained for the permanent and temporary discharge of groundwater into municipal systems. Pre-Treatment of the pumped water will be required to ensure water quality meets city standards. Staff have reviewed the subject report and have found it supportable of rezoning.

#### Phase One and Phase Two Environmental Site Assessment

A Phase One and Phase Two Environmental Site Assessment was conducted by Terraprobe Inc. in support of the subject rezoning application. The subject site is currently considered a commercial land use by the Ontario Ministry of Environment Conservation, and Parks and requires a Record of Site Condition to be submitted to permit a residential development. Staff have reviewed the submitted studies and have found them supportable of a rezoning.

#### Environmental Impact Study

An Environmental Impact Study (completed by Dillon Consulting Limited) was submitted in support of the subject application. The study identified the Etobicoke Creek Tributary as an environmental feature on the subject site. The findings discovered thirty botanical species on site none of which are considered rare within the province of Ontario. The study also recommended certain measures to minimize/limit impacts on the feature which include but may not be limited to: Implementing setback and buffer areas between the development area and the

drainage tributary, developing a landscape plan that enhances the natural areas, integrating stormwater management plan and low-impact design, and implementing the Erosion and Sediment Control Plan and an Environmental Monitoring Plan throughout the construction of the proposed development. Through conversations with the TRCA further detailed discussions will be required for more detailed design when the Phase 2 Development's site plan application is submitted. Staff note additional provisions have been placed through the holding provision within the Zoning By-Law Amendment which will require further consultation with the TRCA prior to lifting of the hold for the phase 2. As such staff have reviewed the current Environmental Site Assessment and have found it satisfactory for the purposes of a rezoning application.