

Date: December 18, 2019

Subject: **Recommendation Report**
Queen Street East Community Planning Permit System By-law
Wards 1 and 3

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Recommendations:

1. That the report titled: **Recommendation Report: Queen Street East Community Planning Permit System By-law, Wards 1 and 3 (R 307/2019)**, to the Planning and Development Committee Meeting of January 13, 2020, be received;
2. That the preliminary Queen Street East Precinct Plan, attached as Appendix 2, be approved “in-principle” and provide the foundation for the preparation of the Community Planning Permit System By-law; and,
3. That staff be directed to report back to Planning & Development Committee with the preliminary findings of the Community Planning Permit System By-law technical studies.

Overview:

- **Queen Street East forms a component of the City’s Central Area, described by the Official Plan as the “cultural, economic and entertainment heart of the City.” The Official Plan recognizes the need to revitalize this area through improved and upgraded transit and policies that ensure a “gradual but consistent” transition from existing uses to a new, human-scale, mixed-use area.**
- **Over time, the expectation is that the Queen Street Corridor will evolve from a low density commercial area and major thoroughfare into a vibrant, transit-supportive pedestrian and bicycle-friendly environment.**

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- **City Council is interested in implementing Community Planning Permit System (CPPS) By-laws in strategic parts of the municipality as a way to facilitate and streamline development, improve certainty, and improve development outcomes that will help attract investment and employment in the City.**
- **It is the goal to implement a CPPS By-law for a portion of the Queen Street East Corridor (between Etobicoke Creek and Highway 410) that will have a clearly understood shared vision for future built form and land uses with the anticipation that the market will respond quicker than it would otherwise.**
- **A preliminary Queen Street East Precinct Plan has been prepared that includes nine guiding principles that address the area's built form, height, scale, transition among buildings, movement of people, streetscapes, transit connections, and the relationship between buildings and the street.**
- **The preliminary Precinct Plan will be a guiding plan that will provide the foundation for the preparation of the CPPS By-law.**
- **A technical analysis is required to refine the vision, planning principles, and design directions of the Precinct Plan and to identify key recommendations to achieve the intended long-term development of the Queen Street East corridor**
- **The purpose of this report is to seek approval in principle the preliminary Precinct Plan and to describe the proposed scope of work.**

Background:

In March 2019 staff gave a presentation to Planning and Development Committee on CPPS By-laws (formerly known as Development Permit System). This presentation described what a CPPS By-law is, the key benefits, the CPPS By-law that is currently in place for Main Street North and the implementation of future CPPS By-laws in the City.

The CPPS By-law for the Queen Street corridor is intended to streamline and expedite planning approvals by replacing the underlying zoning, site plan by-law and minor variance processes in the area. By combining these processes with a clear and shared vision for future built form and land uses, a CPPS By-law can help achieve high quality development while providing applicants with a degree of certainty and flexibility as part of a development framework that avoids or reduces amendments to the by-law.

Below is a chart that describes the difference between a Zoning System that includes separate steps for zoning, minor variance, urban design guidelines and site plan control and a CPPS By-law.

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	Zoning System (Section 34 of Planning Act)	CPP System
Zoning	<ul style="list-style-type: none"> • Legal tool to regulate land use and intensity. • Standards are fixed. 	<ul style="list-style-type: none"> • Similar to zoning in that it establishes permitted uses and development.
Minor Variance	<ul style="list-style-type: none"> • Legal tool to vary standards to the zoning by-law through the committee of adjustment. 	<ul style="list-style-type: none"> • Incorporates variances (subject to meeting criteria) by establishing: <ul style="list-style-type: none"> • 'discretionary uses' and • 'flexible' development standards
Site Plan Control	<ul style="list-style-type: none"> • Used to address issues such as landscaping, building elevations, site access and servicing, waste storage, pedestrian circulation, parking, and loading. • Secured by site plan agreement. 	<ul style="list-style-type: none"> • Consolidates area specific standards, site plan control, and urban design guidelines. • Amendments to a CPP by-law follow the same process as a zoning by-law amendment. However, the intent is that providing flexibility in applying CPP standards will reduce the need for many site specific amendments.
Urban Design Guidelines	<ul style="list-style-type: none"> • Outlines specific design criteria that could, for instance, be related to massing, the design of the public realm, parks, open spaces, or the relationship of buildings to their context. 	
Appeals	<ul style="list-style-type: none"> • Decisions on zoning amendments or variances can be appealed by all parties 	<ul style="list-style-type: none"> • After the CPP by-law is approved, decisions on applications can be appealed only by the applicant.

Source: Town of Newmarket, Urban Centres Zoning By-law Project: Directions Report, R.E. Millward & Associates, Freedman Urban Solutions, Gladki Planning Associates

There are currently four CPPS By-laws in force in Ontario: Brampton Main Street North, Lake of Bays, Carleton Place and Gananoque. These Community Planning Permit System By-laws deal with protecting or preserving significant features in the respective municipality that already exists, and outlines how future growth and development should respond to an established vision. None of the in-force CPPS By-laws apply to areas of intensification. Brampton will be breaking new ground by proceeding with a CPPS By-law for a portion of its Urban Growth Centre.

Current Situation:

Council is interested in implementing a CPPS By-law in strategic parts of the municipality as a way to facilitate and streamline development, improve certainty, and improve development outcomes to help attract investment and employment in the City. Specifically, one of the key initiatives of the 2019 – 2022 Term of Council Priorities is to initiate a new CPPS By-law for Queen Street East (between Etobicoke Creek and Highway 410), referred to as the Queen Street East Community Planning Permit System By-law (QEPS).

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Section 5.33 of the City of Brampton Official Plan indicates that CPPS By-law Areas can be implemented to facilitate desired high quality development and redevelopment, protect areas and streamline the approval processes. The implementation of a CPPS By-law shall be undertaken by way of supporting background studies, outlining the desired land use planning objectives and potential changes to the policy framework, and establishing the appropriate development permit regulations and approval process.

Study Area:

The Queen Street East Corridor is a major thoroughfare that connects downtown Brampton to Highway 410 and to the City of Vaughan. It is intended to be a commercial destination for people across the region, providing a diverse range of retail, shopping and service uses. In addition, to support the significant transit investment, the corridor is planned to transition into a mixed use corridor, which encourages transit-supportive development.

Queen Street East, between Etobicoke Creek and Highway 410 is intended to continue to serve the commercial needs of the community, while providing other elements of a complete community: a range of residential options that invigorate the area throughout the day, employment uses that support growing economic prosperity, and institutional and recreational uses that support a healthy liveable community, and provides access to public transit and active transportation options.

Queen Street East will continue to function as a major transportation corridor, but will support a balance of transportation modes, including walking, cycling, and transit. A more extensive network of streets with new midblock connections will support connectivity and accessibility.

The determination of the study area aligns with the Provincial Growth Plan which designates the downtown and a portion of the Central Area as an Urban Growth Centre (UGC) (see Appendix 1). UGC's are focal areas for investment, employment and residential growth. The Brampton UGC is required to achieve a density target of 200 residents and jobs combined per hectare by 2031.

This report recommends that the QEPS include all of the properties along Queen Street East between Etobicoke Creek (westerly limit) and Highway 410 (easterly limit). The limits of the QEPS area are shown on Appendix 1.

Planning Context

Brampton Official Plan

The proposed QEPS Area forms a component of the City's Central Area, described by the Official Plan as the "cultural, economic and entertainment heart of the City".

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The QEPS area is also located along a Primary Intensification Corridor. Intensification corridors are planned to accommodate significant growth through higher density development which supports transit and are to accommodate a mix of uses, including residential, commercial, institutional, and employment. Opportunities may exist for higher densities and height based upon detailed planning studies including the preparation of a comprehensive master plan that will guide land use and built form. A preliminary Queen Street East Precinct Plan that addresses land use and built form, attached as Appendix 2 to this report, will provide the foundation for the preparation of the QEPS.

The Central Area Revitalization policies state that the City may establish CPPS Areas within all or part of the Central Area pursuant to Section 70.2 of the *Planning Act*. Detailed policies regarding the establishment of CPPS Areas shall be contained within the applicable Secondary Plan in the Central Area.

The Queen Street Corridor Secondary Plan does not include policies to establish a CPPS Area. An amendment to the Queen Street Corridor Secondary Plan is required to implement the QEPS. The amendment will establish the following:

- Identification of the proposed CPPS area;
- Scope of authority that may be delegated to approve development through the permit system (i.e. Council, Commissioner, Director);
- The goals, objectives and policies with respect to the CPPS By-law;
- Conditions that may be included in the CPPS By-law; and
- Criteria for evaluating applications within the CPPS By-law Area will be evaluated.

Queen Street Corridor Secondary Plan

The Land Use Principles in the Secondary Plan recognize that a strong and continually revitalizing Central Area is essential to the identity of Brampton as a community. Goals in the Secondary Plan include:

- Promoting the Central area for intensification focusing on commercial and community activities;
- Providing greenspace linkages;
- Promoting a strong pedestrian and transit environment;
- Creating an office node at Highway 410 and Queen Street;
- Recognizing and protecting industrial operations; and,
- Improving the local road network.

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Any redevelopment along the Queen Street Corridor will work towards achieving the goals and objectives of the Secondary Plan. Through the QEPS planning process, studies will be undertaken that will inform the QEPS. To meet these goals additional studies related to land-use, residential intensification, transportation and design are required to guide the ultimate development of the Queen Street Corridor.

The Secondary Plan includes Interim Design Guidelines that are attached as Appendix B to the Secondary Plan. They provide guidelines with respect to spatial organization, building massing, design in the public realm, site access and other environmental considerations and are intended to provide guidance on development in the Secondary Plan area until Council has adopted District Design Guidelines. District Design Guidelines will be prepared and will form a part of the QEPS.

Brampton 2040 Vision

The area proposed to be included in the Community Planning Permit System is referred to as ‘Queen’s Boulevard’ in the Brampton 2040 Vision. The Brampton 2040 Vision envisions the Queens Boulevard to be *“a tight corridor of higher density and scale with mixed uses and continuous commerce at grade. Buildings will all adhere closely to the street with a continuous streetwall and activities spilling out on ample sidewalks – cafes, shopping, and amenities – with several lines of large trees and special lighting. It will be a transit spine – an actual streetcar will be very iconic. Most people will walk because the sidewalk will be the happening place. It will have public art, expressive architecture and various special features to instill a stylish character. It will showcase the latest trends in green city-building as a pilot project of the Institute for Sustainable Brampton. Behind the front row of buildings, a second row of development, on the parallel streets, scaled to step down buildings from the central spine, could ultimately reinforce the corridor.”*



Figure 1: A conceptual rendering of “Queens Boulevard” from the Brampton 2040 Vision.

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The Brampton 2040 Vision recognizes that a Queen Street East Precinct Plan (a public realm scheme) was previously developed in 2011 and that this Plan would be further improved. To energize developer and consumer interest and action along the Queen's Boulevard, it is expected that key components of the public realm design establish the new image of the boulevard and set off creative ideas by stakeholders so that it becomes a vibrant and attractive corridor. Figure 1 represents a conceptual rendering of the built form and streetscape that are envisioned for the corridor.

Preliminary Queen Street East Precinct Plan

The Official Plan provides direction that the City can use a variety of tools to help provide principles and guidance towards promoting a City that “involves place, people and visions.” One of these tools is a District Design Plan. For the Queen Street East corridor, a Preliminary District Plan has been prepared and will be referred to as a “Precinct Plan.” The Preliminary Queen Street East Precinct Plan aims to outline initial design principles and a framework that will assist in transforming the area into a beautiful and healthy neighbourhood; one that is exciting, safe, and accessible to people of all stages of life.

The preliminary Plan contemplates approximately 17,142 residential units for up to 60,000 residents; and approximately 1,088,244 square metres of non-residential gross floor area providing 83,711 jobs.

As a corridor that is predominantly commercial retail with surface parking facing the main street, the Precinct area currently lacks the public realm, infrastructure, and community and human services necessary to support the intended scale of development. The Plan is intended to transform the existing car oriented commercial development into a cohesive urban neighbourhood that integrates a vibrant public realm, urban parks, open spaces, and public and private mixed-use developments within the existing city fabric.

A comprehensive plan for the Precinct is necessary to unlock the area's development potential and ensure that redevelopment occurs in a way that is consistent with the Brampton 2040 Vision and Terms of Council Priorities for a vibrant Central Area. This planning ensures that development is coordinated with infrastructure and complete community planning and not considered on a site by site basis.

Nine Guiding Principles to Transform the Queen Street Corridor

To guide the transformation of the Queen Street Corridor, nine guiding principles are established to create a complete community anchored by community hubs.

The nine guiding principles include:

- 1 *Enhance pedestrian and cyclist movement*
- 2 *Embrace human-scaled streets*

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- 3 *Create a transitional built form*
- 4 *Support child friendly mixed-use and multi-family homes*
- 5 *Encourage pedestrian activity all year round*
- 6 *Expand parks and open space*
- 7 *Support a thriving arts scene*
- 8 *Bring jobs into the communities*
- 9 *Create an entrepreneur friendly 24-hour district and hubs*

Three New Mixed-use Districts and Three Comprehensive Community Frameworks

The Preliminary Precinct Plan includes the following three new mixed-use districts and three comprehensive community frameworks with the goal to deliver a vibrant urban mixed-use community that will attract, retain, and support healthy youth, families and seniors:

Mixed-use Districts

1. *Health Focus District*

Located next to the Peel Memorial Centre for Integrated Health and Wellness, the 12,600 population Health Focus District is anchored by the existing and anticipated health and seniors' services facilities and is designed for easy accessibility.

2. *Family Focus District*

The 23,400 population Family District is centred on the need for residential development to have access to a variety of amenities that support healthy living for all ages. The district will respond to the intergenerational makeup of Brampton households by providing larger sized units, integrated access to day-care facilities, local parks, vibrant mix of dynamic retail, and a variety of opportunities for cultural activities.

3. *Business Focus District*

Located adjacent to Highway 410 and within a 15 minute drive to Pearson International Airport, the 22,800 population Business Hubs District is centred on design provisions that support 24 hour social and economic activity. This activity supports the ability for businesses and entrepreneurs to innovate and achieve a high quality experience for their employees.

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Comprehensive Community Framework

1. *Comprehensive Movement Framework*

The aim is for a functional transportation and road network that encourages pedestrian and non-vehicular modes of travel. Design elements supporting pedestrian travel include wide pedestrian sidewalks and connections that are safe and integrated with a robust park network that will connect the Precinct to the Downtown and surrounding valley system.

2. *Comprehensive Working Framework*

This includes provisions for a rich mix of amenities, connectivity to local, regional, and international spaces, which supports innovation and provides connections for office workers to establish Queen Street as choice destination. Integrations, dynamic and mixed-use developments, and place-making strategies establish a unique cultural identity attract and support workers in the creative industries. Flexible, formal, and informal workspaces; and access to business accelerators and post-secondary schools support innovation.

3. *Comprehensive Living Framework*

The Complete Living Framework directs for the Plan to utilize mixed-use development and strategic adjacencies of uses to support healthy living.

Preliminary Precinct Plan Consultation

The following consultation has occurred to date on the preliminary Precinct Plan:

- Review of relevant background technical documents;
- Meetings with members of City Council;
- Co-design workshops with municipal staff from various departments, the Region of Peel and local agencies;
- Engagement with development industry stakeholders and affordable housing developers; and,
- Engagement through the Urbanizing Suburbia event with the Urban Land Institute.

Prior to Council's enactment of the QEPS By-law, a formal public engagement process on both the Precinct Plan and the draft QEPS By-law will be undertaken.

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The preliminary Plan will serve as the basis for conducting technical studies, and will be further refined through the duration of technical review. The final Plan will provide the necessary physical framework to guide development within the Queen Street East corridor.

Framework for the QEPS

The Framework for the development of the QEPS is organized in five phases as follows:

1. Phase 1 presents the vision for the QEPS area, including nine essential guiding principles. This is the current phase that staff has now completed. A Request for Proposal process to hire a consultant to complete Phases 2, 3 and 4 of the QEPS Framework will be initiated and conducted once the vision is endorsed “in-principle” by Council.
2. Phase 2 is the completion of the necessary studies to support the vision, planning principles, and design directions outlined in Phase 1.
3. Phase 3 is the refinement of the preliminary Queen Street East Precinct Plan based on the studies completed in Phase 2.
4. Phase 4 will include a phasing and implementation plan and recommendations on the required financial funding and land acquisition that is needed to support the Queen Street East Precinct Plan.
5. Phase 5 is the preparation of the QEPS By-law including statutory requirements under the Planning Act. The final Precinct Plan and its guiding principles will form part of the final QEPS By-law.

Phase 1 – Conceptual Precinct Plan

The details of the conceptual precinct plan have been provided above. The conceptual Queen Street East Precinct Plan is intended to be a guiding document that will provide a flexible framework to achieve the vision of the Central Area and the implementation of the QEPS. This report recommends that Council endorse the preliminary Queen Street East Precinct Plan, attached as Appendix 2 to this report, as it will provide the foundation for the preparation of the QEPS.

Phase 2 – Technical Analysis

The technical analysis will refine the vision, planning principles, and design directions outlined in the preliminary Queen Street East Precinct Plan and will identify key findings and recommendations to achieve the long-term development of the Queen Street East corridor. The technical information when combined with the preliminary Precinct Plan planning principles and design directions will inform Phase 3 and 4 of the QEPS Framework.

Below is a list of studies required to be completed as part of Phase 2.

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1. Market Analysis

A Market Analysis is required to support the development of a realistic, balanced and achievable vision for the QEPS. This will include the review of local economic factors and broader development market trends.

The Queen Street Precinct Plan and the conclusions of the Market Analysis will work together to craft a bold, realizable and dynamic QEPS.

2. Community Infrastructure Study (Community Facilities/Human Services Impact Analysis)

This study will identify and evaluate what community facilities and services (e.g., community centres, schools, places of worship, fire stations) are needed to adequately support the planned population in the QEPS. A description of where, how, and when the public services should be provided is a critical part of this analysis. Opportunities for the development of a 'community hub' (a location of centralized community services) will also need to be assessed.

3. Open Space and Park Strategy

The intensity and diversity of activities in an intensification corridor requires planning for a variety of open space types. Although traditional parkland per capita ratios typically will not be achievable in a centre or corridor, people living and working in them will expect their daily open space needs to be met.

The growth of the Queen Street Corridor will include residential intensification, and there will need to be major investment in new public spaces and facilities to support both passive and active recreational uses. The integration of public spaces and recreational opportunities, such as parks and trails would need to be explored in partnership with private property owners to identify a supporting funding framework for implementation.

4. Integrated Servicing Master Plan

A detailed Integrated Servicing Master Plan of the underground infrastructure within the Central Area, including a comprehensive inventory of all underground facilities, to confirm the location and extent of existing infrastructure. The availability of regional and municipal infrastructure in the CPP System area will also be assessed. The review will identify the necessary improvements to accommodate growth in the QEPS area. Upgrades to regional and municipal infrastructure including water, wastewater and stormwater will be assessed, as well as other utility connections (hydro, gas, Rogers, and Bell). Infrastructure improvements are an important part in achieving the City's vision for the Queen Street Corridor.

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The work completed as part of the City of Brampton's Central Area Sustainable Infrastructure Study – Baseline Review Report prepared by WSP Canada Inc. in 2014 shall be used as background information.

5. Transportation Master Plan and Parking Strategy

The intent of the Transportation Master Plan for the QEPS area is to realize the vision for a walkable, pedestrian-oriented and multi-modal network, with minimal emphasis on the vehicle, and specify recommendations to reflect this vision. The Transportation Plan will be a review of the entire transportation system within the boundaries of the QEPS Area, including its relationship with the wider transportation network in the City. The Transportation Master Plan will review the infrastructure, facilities and service needs of all modes of transportation, including pedestrians, cyclists, transit and vehicles. The findings of other City studies, such as the Transportation and Transit Master Plan (TTMP), 2015 and the Active Transportation Master Plan currently being developed, will be reviewed and considered as part of the Queen Street Transportation Master Plan.

A Parking Strategy is a long term strategy that links the planning and development objectives for the QEPS. The Parking Strategy will tie the Brampton Rapid Transit initiatives for the Queen Street Corridor, the TTMP and the Queen Street Corridor Precinct Plan objectives together.

The Parking Strategy will provide recommendations on:

- a vision, mission, key goals and objectives for the strategy;
- the City's future role in the provision of shared public parking resources;
- the integration of Transportation Demand Management considerations into its parking strategy;
- parking requirements; and
- a funding plan

6. Air Quality, Noise and Odour Assessment

This study is to assess the compatibility of sensitive uses (i.e. residential) in proximity to industrial and utility sources of emissions and within 30 m of arterial roads and 150 m of Provincial highways.

A key objective of the study is to ensure high-quality living and working environments, while protecting the important industrial operations in the City's Central Area.

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Phase 3

Phase 3 is the refinement of the Queen Street East Precinct Plan based on the studies completed in Phase 2.

Phase 4

Successful implementation of the QEPS must involve the planning, coordination and delivery of infrastructure at all scales. The successful intensification of a corridor relies on the presence of a suite of existing and planned infrastructure, notably transit infrastructure, but often road and utility improvements as well. It is this infrastructure that can accommodate the new transit demands, allow for increased pedestrian activity and facilitate reduction in required parking provisions – all necessary to support intensification.

Phase 4 will include a phasing and implementation plan and recommendations on the required financial funding and land acquisition that is needed to support the Precinct Plan. Below is a list of studies required to be completed as part of Phase 4.

1. Fiscal Impact Analysis

New development brings with it increased demands on local government services and infrastructure but also generates government revenues through additional taxes and fees. The conceptual Queen Street East Precinct Plan includes a preliminary build-out analysis (i.e. potential number of dwelling units and gross floor area of non-residential uses). Utilizing these numbers, the Fiscal Impact Analysis shall estimate the financial impacts of implementing the conceptual Precinct Plan on the municipality.

2. Land Acquisition Strategy

Public acquisition may provide the only opportunity to preserve land that is under increasing development pressure as the Central Area grows. Since it is impractical for the City to purchase every potentially developable parcel, a Land Acquisition Strategy will provide those tools and guides to explore the various methods of acquisition in an effort to optimize the use of City resources.

3. Financial and Implementation Plan

The financial and implementation plan should be prepared to provide additional detail and recommendations on financial programs and other public investments that may be used to stimulate development in key areas. This could include public realm improvements, as well as focused efforts with interested developers around development scenario planning that aligns a project with the QEPS vision and facilitates investment in Brampton's Central Area.

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As a general principle, the financial and implementation plan should examine both capital and operational/life-cycle costs for public realm and servicing improvements.

4. Phasing and Implementation Plan

The Queen Street East is a large precinct and development will occur over a number of years, with full build out taking 30 + years. The combination of public and private land interests in the precinct ensures that the market will play an important role in the timing of development and may accelerate opportunities to implement the precinct plan. It is important to phase development in a manner that focuses on specific areas at a time, ensuring that development proceeds logically and that a full range of public realm improvements, community amenities and required infrastructure is provided in order to service new developments.

Other additional studies that may be required to be completed either by staff or by a consultant include:

- Affordable Housing Study
- Heritage Conservation Plan
- Smart Technology Infrastructure Study
- Arts and Culture Study
- Co-development and Partnership Implementation Study
- Waste Management Strategy
- Operational and Maintenance Plan
- Marketing and Branding Strategy

Phase 5

The preparation of the QEPS By-law by staff.

Scope of Work

The Development Services and Land Use Policy Divisions of the Planning and Development Services Department will be responsible for project managing the QEPS, in consultation with Senior Management Team.

Project Timelines

The development of the QEPS will include, but not be limited to, the following tasks:

- Request for Pre-Qualification (RFPQ) process Q1 2020

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- Issuing and conducting the Request for Proposal (RFP) process Q2 2020
- Open house and stakeholder meetings (to discuss preliminary Queen Street East Precinct Plan and implementation of QEPS) Q3 2020
- Preliminary drafting of QEPS By-law Q1 2020 – Q3 2020
- Status Report to Planning and Development Services Committee – Q3 2020
- Completion of Technical Studies Q4 2020
- Open house and stakeholder meetings Q4 2020 - Q1 2021 (to discuss refined Precinct Plan and preliminary QEPS)
- Status Report to Planning and Development Services Committee Q1 2021
- Statutory Public Meeting Q2 2021
- Final Report and Implementing Documents to Planning Committee and Council – Q4 2021

Community Engagement

Community engagement will form an integral component of the QEPS. This report recommends that a Community Engagement Strategy be prepared to identify the community groups with an interest in the planning of the QEPS, as well as innovative ways to engage community groups.

It is intended that the community engagement plan for the project will include public meetings and workshops, online and social media; and meetings with the technical advisory group of key City departments and the QEPS Working Group.

Corporate Implications:

Financial Implications:

Any resources and funding required for the implementation of the Community Planning Permit System, will be identified and considered as part of the Planning & Development Services 2020-2022 Operating Budget submission, pending Council approval.

Economic Development Implications:

There are no economic development implications identified at this time.

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Other Implications:

There are no other implications identified at this time.

Term of Council Priorities (2019-2022)

One of the key initiatives (Brampton is a City of Opportunities) of the 2019 – 2022 Term of Council Priorities is to initiate a new Community Planning Permit System By-law for Queen Street East (between Downtown and Highway 410). The recommendations in this Report are in alignment with the 2019 – 2022 Term of Council Priorities.

The Precinct Plan will assist in attaining the following Term of Council Priorities:

1.1 Create Complete Communities

The emerging Plan for Queen Street East serves as a template for Urban Design Framework Studies for other Major Growth Centres and Town Centres in the City. As such, it is a critical and key component of achieving a vibrant mosaic of 1,000,000 residents as described in the Brampton 2040 Vision.

1.3 Support Community Hub Concept

The Plan is also key for the development of an implementation action plan for Integrated Community Facilities. A working group has been established to design and implement complete mixed-use community hub campuses that will include public parks, schools, library facilities, the Institute for Sustainable Brampton, urban agriculture, economic incubators, arts and culture studios and community services hub among other uses. This working group is comprised of City departments, school boards, and agencies. The goal is to complete a partnership and implementation framework by Q2 2020.

1.5 Attract Investment & Employment

Currently more than 60% of working residents leave the City every day to go to work. This is because the City currently does not include an adequate number or mix of jobs to attract and retain employment suiting the education, skills, or preferences of local talent. The proposed Plan aims to attract businesses and residents who will benefit from a 15 minute commute from home; and the ability to work, live, and play in the same city.

3.1 Equalize All Forms of Transportation

Added density to the Precinct area prioritizes active transportation, non-auto modes of travel, and supports the business case for improvements through high order transit infrastructure investments (such as the Queen Street Bus Rapid Transit (BRT)). A system of protected cycling facilities are integrated in the Plan to provide safe and age-friendly connections between transit stops, community facilities, parks, open spaces, shops, restaurants, places of work, and residences. This supports the

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initiation of the Environmental Assessment process for the Queen Street BRT in Q2 2020.

A separate report will be brought forward to Council that will recommend initiating Community Planning Permit System By-law in other strategic areas in the City. This report will also include a discussion on establishing metrics to monitor economic impact in Community Planning Permit System By-law areas. This report will be prepared in consultation with the City's Economic Development Office.

Brampton 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic.' Specifically, the 2040 Vision identifies a "Queen's Boulevard" for the Queen Street Corridor between Highway 410 and the Etobicoke Creek. It is envisioned to be a *'tight corridor of higher density and scale with mixed uses and continuous commerce at grade.'*

The Brampton 2040 Vision recognizes that a Queen Street East Precinct Plan (a public realm scheme) was previously developed in 2011 and that this Plan would be further enhanced. To energize developer and consumer interest and action along the Queen's Boulevard, it is expected that staff will build out key components of the public realm design scheme to confirm the new image of the boulevard and set off creative thinking by everyone to make it an exemplary place. The preliminary Queen Street East Precinct Plan attached to this report will provide the foundation for the preparation of the QEPS.

Conclusion:

One of the key initiatives of the 2019 – 2022 Term of Council Priorities is to initiate a new Community Planning Permit System By-law for Queen Street East as a way to facilitate and streamline development, improve certainty, make further improvements to development outcomes that will all help to attract investment and employment in the City.

The purpose of this report is to seek approval in principle of the preliminary Queen Street East Precinct Plan and to propose the scope of work for the QEPS.

Respectfully submitted by:

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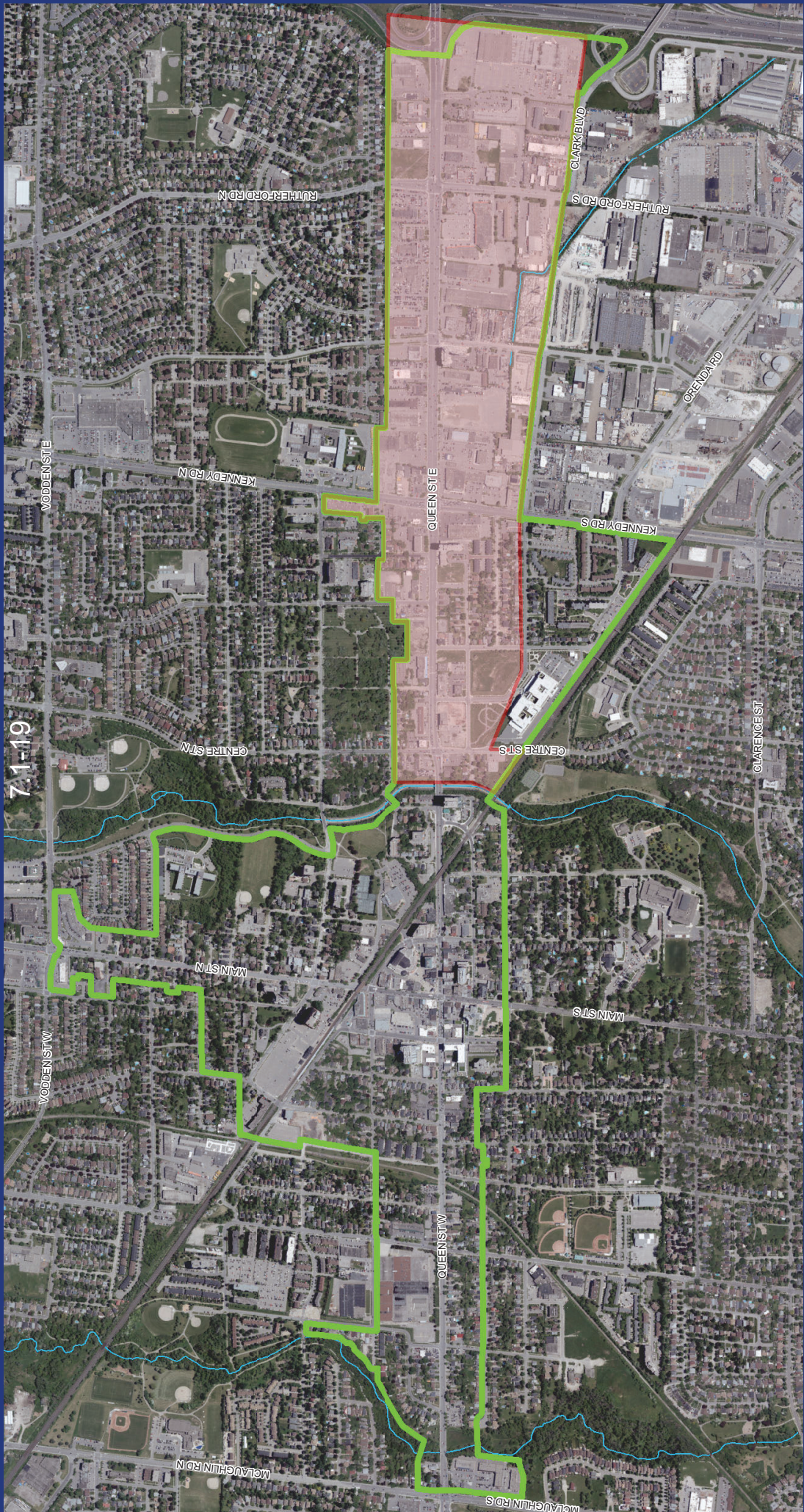
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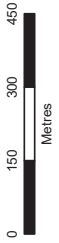
Appendices:

Appendix 1: Proposed Boundary of Queen Street East Community Planning
Permit System By-law Area
Appendix 2: Preliminary Queen Street East Precinct Plan

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PLANNING & INFRASTRUCTURE SERVICES



Date: 2019/12/13



Legend

 Urban Growth Centre

 Queen St E Precinct Plan Boundary

PROPOSED BOUNDARIES OF QUEEN STREET EAST COMMUNITY PLANNING PERMIT SYSTEM BY-LAW

9-BOX COMPLETE COMMUNITY FRAMEWORK 2020

COMPLETE COMMUNITY INFRASTRUCTURE (POTENTIAL)

PLACEMAKING	DESTINATIONS	LIFESTYLE
PUBLIC PARK • RECREATION • PLAYERS SOCIAL ZONE • PUBLIC TOILETS • PUBLIC SEATING	RETAIL & RESTAURANT • FASHION RETAIL • FASHION ACCESSORIES • FASHION SHOES • FASHION BAGS	SINGLES • 1-2 BED APARTMENTS • 1-2 BED HOUSES • 1-2 BED TOWNHOMES
P.O.P.S. • COMMUNITY CENTRE • REGIONAL STORES	OFFICE & LIVE-WORK • COMMERCIAL OFFICE • HOME OFFICE	FAMILIES & YOUTH • 3-4 BED APARTMENTS • 3-4 BED HOUSES • 3-4 BED TOWNHOMES
PUBLIC OPEN SPACE • RECREATION ZONE • STORM WATER BASIN • LANDSCAPE & PLANTING	CIVIC & INSTITUTIONAL • ARTS & CULTURE • COMMUNITY CENTRE	SENIORS • ACCESS TO SERVICES • COMPANION • MULTIGENERAL LIVING

FAMILY ECO DISTRICT

PUBLIC PARK 14,700m²

RETAIL & RESTAURANT 85,000 m² (0.8 FSI)

OFFICE & LIVE-WORK 170,000 m² (1.8 FSI)

P.O.P.S. as shown

PUBLIC OPEN SPACE as shown

CIVIC & INSTITUTIONAL 90,000 m²

SINGLES as shown

FAMILIES & YOUTH as shown

SENIORS as shown

assums 3.5 pop./sq. unit/step 100m

23,400 population

BUSINESS HUBS DISTRICT

PUBLIC PARK 19,100 m²

RETAIL & RESTAURANT 45,000 m² (0.8 FSI)

OFFICE, HOTEL, CONVENTION 313,000 m² (3.8 FSI)

P.O.P.S. as shown

PUBLIC OPEN SPACE as shown

CIVIC & INSTITUTIONAL 67,500 m²

SINGLES as shown

FAMILIES & YOUTH as shown

SENIORS as shown

assums 3.5 pop./sq. unit/step 100m

22,800 population

HEALTH INNOVATION DISTRICT

PUBLIC PARK 6,300 m²

RETAIL & RESTAURANT 45,000 m² (0.8 FSI)

OFFICE & LIVE-WORK 97,000 m² (1.0 FSI)

P.O.P.S. as shown

PUBLIC OPEN SPACE as shown

CIVIC & INSTITUTIONAL 40,000 m²

SINGLES as shown

FAMILIES & YOUTH as shown

SENIORS as shown

assums 3.5 pop./sq. unit/step 100m

12,600 population

ELEMENTARY • PLAYGROUND • PLAYERS SOCIAL ZONE • PLAYERS TOILETS • PLAYERS SEATING	RECREATION • ACTIVE RECREATION • FITNESS FACILITY • WEBSITE SPACE	FIREHALL • FIRE HALL SERVICE • PUBLIC TOILETS • PUBLIC SEATING
SECONDARY SCHOOL • COMMERCIAL OPEN SPACE • COMMERCIAL OFFICE • PERFORMANCE SPACE • STUDENT UNION • STUDENT SERVICES	CULTURAL FACILITIES • CULTURAL OPEN SPACE • COMMERCIAL OFFICE • PERFORMANCE SPACE • STUDENT UNION • STUDENT SERVICES	SOCIAL HEALTH, SENIOR SERVICE • COMMERCIAL OPEN SPACE • COMMERCIAL OFFICE • PERFORMANCE SPACE • STUDENT UNION • STUDENT SERVICES
PUBLIC LIBRARY • COMMERCIAL OPEN SPACE • COMMERCIAL OFFICE • PERFORMANCE SPACE • STUDENT UNION • STUDENT SERVICES	DANCE • FITNESS SPACE • MEMBERSHIP • IN-CLUB • PLACE OF WORSHIP	DISTRICT ENERGY • AVAC, SWIM • AUTOMATIC WASTE • AUTOMATIC WASTE • DOM TREATMENT • FACILITY



DRAFT FOR DISCUSSION
12-12-2019

PRELIMINARY QUEEN STREET EAST PRECINCT PLAN
BRAMPTON URBAN DESIGN

9-BOX COMPLETE MOVEMENT FRAMEWORK 1-21

COMPLETE MOVEMENT INFRASTRUCTURE (POTENTIAL)

ACTIVE	VEHICULAR	SERVICING
WALKING • FOOT TRAVEL ROUTES • PEDESTRIAN CROSSINGS • PEDESTRIAN TUNNELS • PEDESTRIAN BRIDGES • PEDESTRIAN PATHWAYS	CARPPOOL • CARPOOLING ROUTES • CARPOOLING STATIONS • CARPOOLING PICKUP/DROPOFF	LOADING • COMMERCIAL LOADING • RESIDENTIAL LOADING
CYCLING • BIKE LANE • BIKEWAY • BIKE TRAIL	DRIVING • MAIN STREET • LOCAL STREET • SPECIAL EVENT	WASTE M. • WASTE MANAGEMENT
TRANSIT • HIGH DENSITY TRANSIT • LOCAL TRANSIT ROUTES • TRANSIT STATIONS • TRANSIT STOPPING	PARKING • PUBLIC PARKING • FACILITY PARKING • RESIDENTIAL PARKING	EMERG. • FIRE ROUTE



WALKING • PEDESTRIAN ROUTES • PEDESTRIAN CROSSINGS • PEDESTRIAN TUNNELS • PEDESTRIAN BRIDGES • PEDESTRIAN PATHWAYS	CARPPOOL • CARPOOLING ROUTES • CARPOOLING STATIONS • CARPOOLING PICKUP/DROPOFF	LOADING • COMMERCIAL LOADING • RESIDENTIAL LOADING
CYCLING • BIKE LANE • BIKEWAY • BIKE TRAIL	DRIVING • MAIN STREET • LOCAL STREET • SPECIAL EVENT	WASTE M. • WASTE MANAGEMENT
TRANSIT • HIGH DENSITY TRANSIT • LOCAL TRANSIT ROUTES • TRANSIT STATIONS • TRANSIT STOPPING	PARKING • PUBLIC PARKING • FACILITY PARKING • RESIDENTIAL PARKING	EMERGENCY SERVICES • FIRE ROUTE

