

Detailed Planning Analysis
City File Number: OZS-2021-0010

Overview

The proposal has been reviewed and evaluated against the *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The *Planning Act*, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Matters of Provincial Interest

Planning Act, R.S.O. 1990, c. P.13

The application to amend the Zoning By-law has been reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act*, R.S.O. 1990. The proposed Zoning By-law Amendment represents orderly development in a desired location that is suitable for urban growth and development.

The application has regard to, among other matters of provincial interest such as:

- a) *The protection of ecological systems, including natural areas, features and functions;*
- 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;*

- 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 is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development considers protection of ecological systems, including natural areas, features and functions (Section 2(a)) through the provision of a sufficient environmental buffer to the Etobicoke Creek valleyland in Kiwanis Memorial Park to the northeast. The intensification redevelopment is located in an appropriate location of growth and development (Section 2(p)), particularly given its location within Uptown Brampton and a major transit station area, where significant amount of growth is directed with existing and planned infrastructure and servicing (Section 2(f)) that support public transit and pedestrian orientation (Section 2(q)). The future residents and visitors would be able to take advantage of the pedestrian network and existing Züm bus rapid transit (BRT) and future Hazel McCallion light rail transit (LRT) service. The proposed development adds to a mix of unit types and provides a range of housing options (Section 2(j)) to current and future residents in the area, and represents the orderly development of safe and healthy communities (Section 2(h)). The tower-on-podium built form is also well-designed, and with the at-grade commercial space fronting onto Main Street South, encourages a sense of place for the adjacent public realm and spaces (Section 2(r)).

These sections of the *Planning Act* represent provincial interests in land use matters, and are implemented through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. Further analysis on matters related to provincial interests are discussed in those sections.

Staff is satisfied that the proposed development is consistent with the applicable sections of the *Planning Act*.

Provincial Policy Statement (PPS), 2020

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides direction on matters of provincial interest related to land use planning and development. Staff is satisfied that the proposed development is consistent with the applicable sections of the PPS, 2020.

The PPS policies that are applicable to this application include but are not limited to:

- *Policy 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, employment, institutional, 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;*
- *Policy 1.1.3.1 – Settlement areas shall be the focus of growth and development.*
- *Policy 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 services and avoid 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.

- *Policy 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.*
- *Policy 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.*
- *Policy 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.*
- *Policy 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
 - b) Permitting and facilitating:*
 - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it 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;*
 - 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;*
- *Policy 2.1.1 – Natural features and areas shall be protected for the long term;*
 - *Policy 2.1.8 – Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas... unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The proposed development is located within a Provincially- and municipally-defined settlement area. It is within the 'Built-Up Area' in the Growth Plan where redevelopment and intensification are directed. The proposed development is also located along an existing higher order transit (Züm BRT) corridor, and within a 'Major Transit Station Area' as defined in the Growth Plan serviced by the future Hazel McCallion LRT, where transit supportive densities are directed. The proposed development will be redeveloping lands that are currently used as a single-storey restaurant with at-grade parking into a residential apartment with ground floor commercial/retail space, which would contribute to an increased mix of housing and employment options for current and future residents in the area and support the housing-related targets set by the Province. The close proximity of the proposed development to nearby commercial uses (e.g. Shoppers World shopping centre) and parks and open space (Kiwanis Memorial Park) would facilitate more active transportation trips and in turn, a healthy and liveable community.

Through the use of zoning controls and relevant urban design guidelines, the built form of the proposed development – constituting a slim tower (with a tower floor plate of 750 square metres) on a six-storey podium that fits within a 45-degree angular plane from the closest single detached dwelling property, would be well integrated into the nearby existing low-rise neighbourhood and planned high-rise and mixed use community in Uptown Brampton, and enhance the character and design of the site.

In addition, the proposed development protects natural features and areas such as the Etobicoke Creek valleyland in Kiwanis Memorial Park by proposing a sufficient

environmental buffer. The existing retaining wall will be removed, and more than 1,200 square metres of the subject lands within the buffer will be naturalized.

Staff is satisfied that the proposed development satisfies the aforementioned sections of and is consistent with the Provincial Policy Statement, 2020.

The Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a long-term framework for building stronger, prosperous complete communities that support walking, cycling and sustained viability of transit services. The subject lands are located within the 'Built Up Area' and 'Urban Growth Area' within the Growth Plan. The proposal has been evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan.

The Greater Golden Horseshoe policies that are applicable to this application include but not limited to:

- *Section 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 delineated built boundary;*
 - ii. Have existing or planned municipal water and wastewater systems; and*
 - iii. Can support the achievement of complete communities;*
 - b) Growth will be limited in settlement areas that:*
 - i. Are rural settlements;*
 - ii. Are not serviced by existing or planned municipal water and waste water systems or*
 - iii. Are in the Greenbelt Area;*
 - 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;*
- e) *Development will be generally directed away from hazardous lands.*
- *Section 2.2.1.4 – Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c) *Provide a diverse range and mix of housing options, including second unit 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) *Providing for more compact built form and a vibrant public realm, including public open spaces;*

- f) *Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
 - g) *Integrate green infrastructure and appropriate low impact development.*
- *Section 2.2.4.3. – Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
 - a) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
- *Section 2.2.4.9 – Within all major transit station areas, development will be supported, where appropriate, by:*
 - a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
 - b) *fostering collaboration between public and private sectors, such as joint development projects;*
 - c) *providing alternative development standards, such as reduced parking standards; and*
 - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
- *Section 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.*
- *Section 2.2.7.3 – 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.*
- *Section 4.2.2.6 – Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS and may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The subject lands are located within an area that is built up with existing or planned water, wastewater and stormwater infrastructure and adjacent to existing Züm BRT and planned LRT transit. The proposed development would introduce apartment dwellings of different unit types and sizes to the area for current and future residents as well as ground floor commercial/retail space, which helps facilitate a more complete community for people of all ages, abilities and incomes. The high-rise, mixed-use residential development will also contribute to the City meeting the provincial minimum density target of 160 people and jobs per hectare for the major transit station area. The proposed development will also provide sufficient access to various active transportation and transit options, public service facilities, parks and other amenities. Therefore by introducing this use and density at this location, policies 2.2.1.2 a) to d), 2.2.1.4, 2.2.4.3, 2.2.4.9, 2.2.4.10, and 2.2.7.3 are satisfied. The provision of sufficient buffer from the adjacent natural heritage system of the Etobicoke Creek valleyland with the proposed development also brings the Zoning By-law Amendment application into conformity to policy 4.2.2.6.

Approving the proposed development will help achieve the minimum intensification targets as set out in the City's Official Plan. The proposed development will accommodate growth through intensification and assist in the diversification of Brampton's housing stock. It also protects and enhances the natural heritage features through naturalization. Therefore, Staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

Municipal Planning Framework

Region of Peel Official Plan, 2022

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The Minister of Municipal Affairs and Housing approved the new Region of Peel Official Plan in November 2022 with modifications from the April 2022 Plan adopted by Regional Council. In accordance with this updated plan, the subject application is within the 'Urban System', and within a 'Local Intensification Corridor'.

The development application was submitted before the Regional Official Plan, 2022 was adopted and approved; however, the ROP's sections and policies represent good guiding principles and benchmarks for the proposed development.

- *Policy 5.4.10 - Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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 public service facilities.

- *Policy 5.4.11 - Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.*
- *Policy 5.4.16 - Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.*
- *Policy 5.6.11 - Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- *Policy 5.6.13 - Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*
- *Policy 5.9.11 - Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.*

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

- *Policy 5.9.13 - Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local*

municipal strategies, planning approval processes, needs assessments, and market studies.

The subject lands are located within the '*Urban System*' as delineated in '*Urban System*' and '*Regional Intensification Corridor*' in Schedule E-1: Regional Structure and '*Built-Up Area*' in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to nearby existing and planned transit options / active transportation in accordance with Policy 5.4.10. The proposal will contribute to complete communities through the provision of apartment units, commercial uses, in close proximity to existing park facilities (Kiwanis Memorial Park) and planned park facilities (future Shoppers World Community Hub and Park), and other uses in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The proposal also directs development to the urban system in accordance with Policy 5.6.11 of the Region of Peel Official Plan.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Policy 5.6.11 of the Region of Peel Official Plan.

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

City of Brampton Official Plan, 2006

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject lands are designated as '*Communities*' and '*Gateway Mobility Hub*', and are located along Main Street South which is designated as '*Primary Intensification Corridor*' in Schedule 1 – City Concept of the Official Plan.

The '*Communities*' designations are the basic living units of the City. Communities are made up of both existing development and new communities, and must be planned using an ecosystem approach and the principles of sustainability. Certain Major Transit Station Areas are identified as '*Gateway Mobility Hubs*', where a concentration of higher

density residential and/or commercial, institutional and employment development are directed to support the higher-order transit.

The subject site is designated as '*Residential*' on Schedule A of the Official Plan.

The proposed development meets the intent of the Official Plan and conforms to its policies, specifically:

- *Policy 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.*
- *Policy 3.2.5.1.1 – Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.*
- *Policy 3.2.5.1.4 – Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12.*
- *Policy 3.2.5.1.2 - Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.*
- *Policy 3.2.6.1 – Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be*

planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

- *Policy 3.2.6.4 – Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.*
- *Policy 3.2.8.1 – The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*
- *Policy 4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.*
 - i) *SP 55 Hurontario-Main Corridor Secondary Plan is an old secondary plan area subject to the old housing and density categories of the official plan*
 - ii) *Apartment or High Density Category, maximum density is 76-198 units/net hectare or 31-80 units/net acre*
Permitted housing types are elevator apartments
- *Policy 4.2.1.3 – The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*
- *Policy 4.2.1.6 – Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.*
- *Policy 4.2.1.15 – Brampton shall consider the following natural heritage planning principles in the design of residential development, including:*
 - (i) *Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features;*
 - (v) *Protection, maintenance and restoration of remaining trees and woodlots; and,*
 - (vii) *That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority to be conserved in perpetuity from development, to protect their ecological*

features, functions and linkages including natural hazard management and ecosystem biodiversity.

- *Policy 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.*
- *Policy 4.5.4.19 – The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*
- *Policy 4.5.4.24 – The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province’s “Transit Supportive Land Use Planning Guidelines” to ensure transit and pedestrian oriented forms of development.*
- *Section 4.6.6 – Brampton looks to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible, as well as to buffer adjacent natural areas and identify opportunities to provide and enhance connections. Development and site alteration shall not be permitted on lands adjacent to natural heritage features.*
- *Section 4.6.7 – Development and site alteration is generally not permitted within a valleyland or watercourse corridor, and these lands including associated environmental hazards and defined conservation buffers, will be gratuitously conveyed to the City of Brampton.*
- *Policy 4.11.3.1.2 – Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.*
- *Policy 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).*

The subject site is located along the Main Street South Primary Intensification Corridor and is within the Gateway Mobility Hub centered at Main Street South/Hurontario Street and Steeles Avenue. These areas are to accommodate concentration of higher density residential, commercial and employment densities in Brampton. The proposed development will contribute towards the minimum targets for new residential development within the built-up area, as well as towards the Gateway Mobility Hub policies to accommodate 100 to 150 people and jobs combined per hectare. With an FSI of 6.40 and heights of 29 storeys the proposed development exceeds the Gateway Mobility Hub target of a 3.0 FSI and targeted heights of 3 to 25 storeys. However, the FSI target applies across the entire Gateway Mobility Hub Area. Similarly, the Primary Intensification Corridor has a targeted FSI of 1.5 over the entire intensification corridor. The site is also situated in a Primary MTSA which has been noted to not have a maximum height restriction or FSI cap. The proposed development is consistent with this Section, as well as Policies 3.2.2.1, 3.2.5.1.1, 3.2.5.1.4, 3.2.6.1 and 3.2.6.2 of the Official Plan.

While the Hurontario-Main Corridor Secondary Plan permits a maximum floor space index of 4.0 at this property, the proposed Zoning By-Law Amendment seeks to exceed this density to a Floor Space Index of 6.40 in accordance with Policy 3.2.6.2 of the Official Plan.

The Official Plan encourages a range of housing accommodation in terms of dwelling type, through appropriate mix and density policies. The subject lands are located within an Intensification Corridor, Mobility Hub, and MTSA and therefore development may exceed 200 units per net hectare. The proposed density is 330 units per hectare. A variety of unit types are proposed (one-, two-, and three-bedroom units). Policies 4.2.1.2, 4.2.1.3, and 4.2.1.8 of the Official Plan are satisfied.

The proposal will result in the redevelopment of an under-utilized site within the built-up area. Infill redevelopment and intensification are encouraged as they utilize existing infrastructure, including public transit. The proposal is in close proximity to existing transit infrastructure including the Brampton Gateway Bus Terminal and along an existing Züm BRT route. Additionally, the proposed development will be located within walking distance to the future Brampton Gateway station on the Hazel McCallion LRT line that is currently under construction. It will help to support the existing, planned, and under construction transit operations in the area, and as a result will help achieve the policies of 3.2.8.1 and 4.5.4.19.

The type of development proposed is also in a compact, transit-supportive built form that makes efficient use of the existing and planned infrastructure including public transit service and contributes to the public realm. In conformity with Policy 4.11.3.1.2, the

proposed development has a tower-on-a-podium built form with a small tower floor plate at 750 square meters that is sensitive to its immediate context. The podium of the building would be built to the lot line along Main Street South, with the height of the ground floor (at 7.2 metres) being appropriate to accommodate commercial/retail uses. The developments impact on the adjacent Etobiocke Creek valleyland (and Kiwanis Memorial Park) will be minimized with the provision of a sufficient buffer and setback, along with a small tower floor plate which facilitates fast-moving shadows throughout the day. The City shall request the conveyance of these lands to the City in subsequent site plan control application process in accordance with Policy 4.6.7.4.

As such staff are of the opinion that the proposed Zoning By-law Amendment meets the intent of the Brampton Official Plan.

The Brampton Plan

The City's new Brampton Plan establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Plan reinforces upper-level planning policies of the PPS, the Growth Plan and the Regional Plan. The Brampton Plan was adopted by Council on November 1st, 2023 and is pending Region of Peel's approval as of writing of this Report. While the Brampton Plan is currently not in effect, it represents an emerging planning policy framework and Council direction.

The subject lands are located within the '*Primary Major Transit Service Areas*', '*Primary Urban Boulevard*' and '*Community Area*' designation of Schedule 1A – City Structure. Furthermore, the land is designated as '*Mixed Use*' in Schedule 2 – Designations. In addition, the subject lands are within the Schedule 13m – Major Transit Service area and is designated as '*Mixed Use (High Rise – Mixed Use)*'.

Brampton Plan policies that are applicable to this Zoning By-law Amendment application include but are not limited to:

- *Policy 2.2.1.1a. - The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.*

- *Policy 2.2.1.2b - The Primary Urban Boulevard and Secondary Urban Boulevard overlays provide for greater intensity, form, and scale along key Corridors where there has been investment in higher-order transit to support placemaking in key transit-supported locations, but at a lesser scale than Centres. Boulevards function as both destinations and connections and provide for a mix of uses, moderate intensification and a vibrant street life.*
- *Policy 2.2.3.3 - In 2051, Brampton's Urban and Town Centres will be highly connected hubs of activity that feature a variety of land uses including a diversity of housing types and tenures, and jobs, promoting opportunities for social and economic exchange. Urban and Town Centres will be gathering places that serve a regional function where the Mobility Network converges. To achieve this, development in Urban and Town Centres will:*
 - a) *Foster Vibrant Urban Places. Centres will maintain and enhance an urban pattern of built form and streets, open space network, site design, enhanced public realm and a balanced mix of uses.*
 - b) *Prioritize Sustainable Mobility. Centres will encourage comfortable and enjoyable active transportation facilities, especially with direct connections to Rapid Transit stations, while discouraging uses, site design and building forms that create reliance on private automobiles.*
- *Policy 2.2.3.4 - Growth in the city will be directed to Centres and Boulevards as shown on Schedule 1A in order to achieve the following:*
 - a) *The efficient use of land, infrastructure and services.*
 - b) *A concentration of people and employment opportunities in areas that have convenient access to transit and that supports trips made by active modes of transportation.*
 - c) *A broad range of uses in accordance with the permitted uses of this section to support complete communities and the creation of 15-minute neighbourhoods city-wide.*
 - d) *Building types and tenures to provide a full mix and range of housing options, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.*
 - e) *Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.*
 - f) *Improved air quality, energy efficiency, and reduced greenhouse gas emissions.*

- g) *Green infrastructure to improve surface and groundwater quality.*
- *Policy 2.2.6.2 - Lands designated Mixed-Use on Schedule 2 will:*
 - a) *Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.*
 - b) *Concentrate a broad range of uses that create attractive multistorey street-related building environments.*
 - c) *Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.*
 - d) *Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.*
 - e) *Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.*
 - f) *Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as familyfriendly housing units in key growth areas.*
 - g) *Have connection and access to community services, including schools, parks, community centres, libraries and childcare.*
 - h) *Improve the pedestrian experience by making it attractive, comfortable and safe.*
 - i) *Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.*
- *Policy 2.2.6.3 - The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:*

- a) *A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;*
 - b) *Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;*
 - c) *Community services and facilities provided these are located on an arterial or major collector road; and,*
 - d) *Missing middle housing options to support the transition between Mixed-Use and adjacent designations.*
- *Policy 2.2.6.4 - The full range of uses will not necessarily be permitted on all properties designated Mixed-Use. Such uses will only be permitted in conformity with the policies of this section, the respective Overlay, if applicable, as well as the applicable Secondary-Level Plan or Major Transit Station Area study.*

The subject lands are located within the ‘*Primary Major Transit Service Areas*’, ‘*Primary Urban Boulevard*’ and ‘*Community Area*’ designation of Schedule 1A – City Structure. Furthermore, the land is designated as ‘*Mixed Use*’ in Schedule 2 – Designations. In addition, the subject lands are within the Schedule 13m- Major Transit Service area and is designated as ‘*Mixed Use (High Rise – Mixed Use)*’.

Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, Brampton residents need for day-to-day living within a 15-minute walk or bicycle ride from their home.

Mixed-use development means mixed-use development is the development of land or a building with two or more different uses, such as residential, office and retail. Mixed-use can occur vertically within a building, or horizontally on a site. Mixed-use areas will provide for complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses.

The proposal conforms to the ‘*Mixed Use*’ designation of the Brampton Plan. The Zoning By-law Amendment facilitates the development of apartment residential units with ground floor commercial spaces, which will contribute to the minimum density targets and the creation of complete streets to provide pedestrian access to stores and other businesses, co-located with residential uses in accordance with Policy 2.2.3 and 2.2.6 of the Brampton Plan. The subject property is also located close to existing and future planned transit infrastructure, including the existing BRT Corridor along Main Street South. Access to the transit infrastructure will aide future residents in reaching community amenities, services, and destinations within and around the City.

As such, the proposal is consistent with the 'Mixed Use' land use designation and an amendment to the Brampton Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Brampton Plan.

Hurontario – Main Corridor Secondary Plan (Secondary Plan Area 55)

The Hurontario-Main Corridor Secondary Plan (Area 55) replaced portions of the Brampton South Secondary Plan (Area 16), Brampton East Industrial Secondary Plan (Area 17) and the Fletcher's Creek South Secondary Plan (Area 24) as amended. The subject property is designated 'Mixed Use Two (MU2)' in this Secondary Plan. This designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. It represents lands that will have the next highest densities in the Secondary Plan area. While the maximum permitted density and height associated with this land use designation are 3.0 FSI and 63.0 metres (20 storeys) respectively as per Section 5.3.3, Planning Staff have deemed the Zoning By-law Amendment application to have provided sufficient justification for the proposed additional building height and density so that an Official Plan Amendment to the Secondary Plan is not required to facilitate the proposed development in accordance with Section 5.1.1.

The portion of the site that fronts Main Street South is designated as 'Convertible Frontage' per Appendix B of the Secondary Plan. This designation permits residential uses at ground level that may transition to retail, commercial, office or institutional uses in the future. This portion of Main Street South is also designated 'Intermittent Street Wall (70%)' per Appendix C, meaning that the continuous street wall (building facade along the street) must achieve a minimum of 70%. The building must be built within 2.5m of Street Line (maximum 2.5m setback), with an additional setback of at least 2.5m required above the podium for this stretch of Main Street South (Appendix D).

The Secondary Plan policies that are applicable to this application include, but are not limited to:

- *Policy 5.1.1 - Higher densities will be designated in key locations along the Corridor, in proximity to the transit stops near the intersection of Hurontario Street with Steeles Avenue, Sir Lou Drive and County Court Boulevard. This will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations and increases the likelihood that people will use higher order transit, which, in turn, will improve the efficiency and frequency of the transit system. Accordingly, the densities permitted under the*

various designations in the following sections recognize the varying characteristics along the Corridor

- i. Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.*
- *Policy 5.3.3. - The Mixed-Use Two designation represents lands that will have the next highest densities and applies to the lands, which are presently characterized mainly by single story retail, office and institutional uses, generally on the northeast and southeast corners of Hurontario Street and Steeles Avenue East and lands on the north and south sides of Sir Lou Drive, County Court Boulevard and Ray Lawson Boulevard as shown on Schedule SP55(a). Lands south of Steeles Avenue that are designated Mixed-Use Two shall be developed predominantly for office and institutional uses.*
 - i. Notwithstanding Section 3.2.6.2 of the Official Plan, lands designated Mixed-Use 2 on Schedule SP55(a) shall be permitted to develop to a maximum density of 3.0 FSI and a maximum building height of 63.0 metres (20 storeys).*
- *Policy 5.9.4.1*
 - i. New development and redevelopment shall support a pedestrian scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stops, services and other desirable destinations.*
 - ii. New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks.*
 - iii. Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.*
- *Policy 5.9.6*
 - i. Parking structures, underground parking and side-street parking will be encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings, where the side edge of the building does not front a street. There will be no parking between a building and Hurontario/Main Street or at intersections;*

- ii. *Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;*
- *Policy 5.11.1 Design*
 - i. *All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;*
 - ii. *Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;*
 - iii. *Designated as a Main Street Primary Corridor in the Official Plan, the Hurontario/Main Street Corridor will receive the highest level of design treatment followed by the Primary Corridor designation on Steeles Avenue;*
 - iv. *Development shall be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area in accordance with Appendix E and the guidelines for Green Connectors provided in the Hurontario/Main Street Corridor Master Plan;*
 - v. *Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;*

The 'Mixed-use Two' designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. While the maximum permitted density and height associated with this land use designation are 3.0 FSI and 63.0 metres (20 storeys) respectively as per Section 5.3.3, Planning Staff have deemed the Zoning By-law Amendment application to have

provided sufficient justification for the proposed additional building height and density so that an Official Plan Amendment to the Secondary Plan is not required to facilitate the proposed development in accordance with Section 5.1.1.

A Planning Justification Report has been submitted and in conjunction with the Urban Design Brief, Parking Study, Traffic Impact Study and other technical reports; upon review Staff has deemed that sufficient rationale for the requested increase in density and building height have been provided. As described herein the proposed development aligns with the Provincial policy directives which support high-density development taking place within the built-up area to take advantage of existing and future infrastructure and support transit services, such as the Züm BRT and future Hazel McCallion LRT.

The Urban Design Brief submitted with this application covers specific design principles to guide the site and building architectural design, including principles about site elements and pedestrian linkages, landscape and landscape buffers, amenity spaces. This brief also includes principles to encourage place-making that will create a sense of identity to the area surrounding this development. The amenity space will be designed for multi-functional uses. This satisfies Policies 5.9.4.1 ii) to iv) and 5.11.1 i), ii) and v) of the Secondary Plan. Sidewalks and pedestrian connections on the subject lands have also been incorporated into the design. While the applicant's proposal generally aligns with the City's goals for this frontage, it is anticipated that the streetscape will be finalized as part of the detailed design work at the Site Plan stage. Policies 5.9.3.1 iii) and 5.11.5. i)-iii) of the Secondary Plan are satisfied.

The portion of the site that fronts onto Main Street South is designated for '*Convertible Frontage*' in Appendix B. The minimum ground floor height is to at least 4 metres for all new buildings shall mean residential frontage that is permitted to transition to commercial or institutional frontages. This portion of Main Street South is also designated '*Intermittent Street Wall (70%)*' in Appendix C, meaning that the intermittent street wall (building facade along the street) must achieve a minimum of 70% of the length of the front lot line. The building shall be built at the Street Line (maximum 2.5 metre setback), with an additional setback of at least 2.5m required above the podium as well (Appendix D).

The proposed development conforms with the built form and design policies set out in the Secondary Plan. The ground floor height of 7.2 metres and commercial frontage of the proposed development conforms to the minimum standards set out in Section 5.1.2. The proposed development also conforms to Section 5.3.1, with the 65.5-metre street wall along Main Street South constitutes over 85% of buildable frontage or 71.4% of

overall Main Street South frontage and the building is sited on the Main Street South property line.

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

City of Brampton Zoning By-law:

The subject site is currently zoned 'Highway Commercial One, section 3132' (HC1-3132). As per the City's Zoning By-law 270-2004, as amended, only restaurants or take-out restaurants that comply with prescribed zoning standards are permitted on the subject site. Residential and retail uses are not permitted within the current zoning. An amendment to the Zoning By-law is therefore required to facilitate the proposed high-rise, mixed use residential development.

This recommended Zoning By-law Amendment proposes rezoning the subject lands to a Residential Apartment B (R4B) zone while revising site-specific section 3132 (R4B-3132), and an Open Space zone (OS) to permit the high-rise mixed-use development. The provisions of the recommended site-specific zoning facilitates a transit-supportive built form and ensure proper siting of the proposed building, setbacks, and appropriate transitions of building height and massing to mitigate/reduce adverse impacts onto nearby existing and established low-rise residential properties and Kiwanis Memorial Park.

Staff is satisfied with the recommended zoning provisions for the development of the lands.

Sustainability Score and Summary:

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. As the application was submitted before July 1st, 2022, this development application would be subject to the original Sustainability Metrics, Sustainability Score Thresholds, and Sustainability Assessment Tool that were in place prior to the Program update.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The proposed application has a Sustainability Score of 57, which achieves the City's Silver threshold. City staff will further verify the sustainability score during the site plan process, and work with the applicant to ensure the minimum Bronze threshold is achieved or exceeded.

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:

Arborist Report / Tree Preservation and Inventory Plan

An Arborist Report and Tree Preservation and Inventory Plan were prepared by Beacon Environmental, dated February 8, 2021 and revised on October 6, 2022. The study has found 41 trees that were tagged and inventoried. A total of 21 trees are anticipated to be preserved; whereas, 33 trees will be replaced. Opportunities for compensation plantings on the subject property may include street and park trees, or buffer plantings, and within existing natural heritage features as well as within the tree compensation block/area.

Open Space staff has reviewed the application and have no objections to the report for the purpose of the rezoning application, and will undertake further review as part of the site plan process.

Preliminary Geotechnical investigation

A Geotechnical Investigation Report prepared by Terraprobe Inc., dated August 8, 2019 with an addendum dated December 22, 2020, was completed and submitted to support the original application. The purpose of this report is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of the proposed development. City staff has no objections to this report.

Planning and Urban Design Rationale Report

Bousefields Inc. submitted a Planning Justification Report, dated February 2021, with an addendum dated June 25th, 2023, to provide the planning policy context and rationale to support the original proposal for the proposed increased intensity of use.

The report concludes that the proposed Zoning By-law Amendment satisfies the *Planning Act*, are consistent with the Provincial Policy Statement, and conform to and do not conflict with the Growth Plan and the Region of Peel Official Plan. Planning staff has evaluated this report and has found it satisfactory.

Hydrogeological Site Assessment Report

A Hydrogeological Site Assessment Report, dated February 10th, 2021 and revised on September 28th, 2022 has been prepared by Terraprobe Inc., was completed and submitted for the development proposal. The purpose of this report is to provide observations and assessment findings on hydrogeological groundwater related matters and recommendations in support of the proposed development and potential permitting

for construction dewatering activities. The report presents their findings and mitigation recommendations including potential Low Impact Development (LID) features be incorporated at the site to compensate for the infiltration deficit. Engineering staff have no objections to this report.

Environmental Noise Report

An Environmental Noise Assessment Report, dated December 21st, 2020 and prepared by Gradient Wind Engineers & Scientists, was completed and submitted for the development proposal. The purpose of this report is to investigate the potential impact of environmental noise on the proposed development and recommend appropriate mitigation measures.

The Noise Study notes that a detailed review of window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the building will be required. In addition, a detailed roadway traffic noise study will be required at the site plan stage to determine specific noise control measures for the development.

For the purpose of the Zoning By-law Amendment application, Development Engineering staff has no objections to this report.

Sun/Shadow Study

A Sun/Shadow Study, dated November 25th, 2020 and prepared by IBI Group, was completed and submitted as part of the first resubmission in support of the then- 25-storey mixed-use building. A revised study dated August 5th, 2022 and December 12th, 2023 was submitted to incorporate the revised height of the building to 29 storeys. The submitted study shows no significant shadow impact to adjacent residential properties and key public realms. It is in compliance with the requirements outlined in the Terms of Reference for a Residential Private Outdoor Amenity Area, Building Faces and Community Outdoor Amenity Area.

Planning and Design staff has reviewed the Shadow Study, and concluded that study and its findings are acceptable.

Traffic Impact Study

A Traffic Impact Study (TIS), prepared by BA Group dated December 22nd, 2020 (and revised October 17, 2022) with an addendum dated June 27th, 2023, was completed and submitted for the development proposal. The purpose of this report is to assess and analyze existing transportation network and traffic conditions, long-term traffic forecasts

and proposed parking supply, and recommend transportation system improvements to mitigate the projected traffic impact if necessary.

The TIS notes that vehicular traffic movements are forecasted to operate at acceptable levels of service up to the 2027 horizon with the net impact from the proposed development to be acceptable. With the implementation of the Hurontario LRT and associated changes to the intersection lane configurations, the intersection will continue to operate under acceptable conditions. The addition of site traffic will not have a significant impact on the overall intersection.

Traffic Services Staff has deemed the study as acceptable for the purpose of the Zoning By-law Amendment.

A Parking Study was included as part of the TIS Study. The proposed development has been reviewed with the City's Parking By-law 45-2021, which came into effect on March 24, 2021. The subject by-law removes minimum vehicle parking requirements for multi-unit residential and retail uses in the City's Zoning By-law 270-2004 within the designated area as identified in Schedule B-7, which includes the subject site. Despite the removal of minimum vehicle parking requirements for residential and retail uses for the Site, Brampton Parking By-law 45-2021 specifies a residential vehicle parking requirement of 0.20 spaces / unit for visitors. Application of the parking standards of City of Brampton Zoning By-Law 45-2021 to the proposed development would result in the requirement for a total of 66 vehicle parking spaces for visitor use. The proposed development provides 164 parking spaces, which comprises of 112 resident parking spaces, 50 visitor parking spaces, 1 (one) car-share parking space and 6 (six) accessibility parking spaces. The visitor parking provision adheres to the minimum visitor parking required in the Parking by-law. Traffic staff have reviewed the submitted TIS study and find it acceptable.

Urban Design Brief

An Urban Design Brief prepared by Bousefields Inc., dated February 2021 with a revision dated November 2022, was completed and submitted for the proposed development application. The Urban Design Brief focuses on principles for site configuration and design, massing and built form, and landscape and architectural treatments at a high level.

The proposed development will follow the City of Brampton's Vision as outlined in the Development Design Guidelines and the Hurontario-Main Corridor Secondary Plan policies (SP 55) built form guidelines to achieve a neighborhood that is a visually attractive built environment with distinct character with high-quality materials and finishes throughout the proposed development. The proposed 29-storey mixed use

building will incorporate elegant architectural design, and appropriate heights that respond to the surrounding context, a variety of private and public amenity spaces, and public realm improvements such as an entry plaza and active grade-related uses fronting Main Street South. The proposed development will also incorporate attractive and significant landscaping to improve the pedestrian realm and create an aesthetic streetscape.

Planning and Design Staff has no objections to the Urban Design Brief for the purpose of the Zoning By-law Amendment application.

Pedestrian Wind Study

A Pedestrian Wind Tunnel Study Report was conducted by Gradient Wind Engineers and Scientists in support of the proposed rezoning. This report was prepared on December 21st, 2020 and revised on July 21st, 2023. The study was performed in accordance with industry standard wind tunnel testing and data analysis procedures.

Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Brampton, the study concludes that the proposed wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. Exceptions include isolated pedestrian areas within the study site, as well as some building access points. Detailed mitigation measures have been provided as a response. With the future developments to the southwest approved and constructed as currently designed, the wind conditions throughout the development site and surrounding areas will generally experience improvements in wind comfort with the noted densification. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions that could be considered unsafe.

Staff have reviewed the Pedestrian Wind Tunnel Study Report and have requested a signed letter from the applicants Engineering (stamped and signed) confirming that which confirms that in their professional opinion, possible wind mitigations would not require changes to the building design and massing (e.g. tower height, tower separation, building setbacks). Staff have since received said letter and have no further comments regarding the Wind Tunnel Study at this time.

Scoped Environmental Impact Study

A Scoped Environmental Impact Study (EIS), dated February, 2021 and revised on October 2022 and February 23rd, 2023, was prepared by Beacon Environmental Limited. The report was submitted to assess potential impacts associated with the proposed development on the natural environment and to confirm that the proposed development complies with the applicable environmental legislation, regulations and policies. The Scoped EIS was prepared in accordance of the Terms of Reference approved by the City and the Toronto and Region Conservation Authority (TRCA).

A 6m setback was applied for the underground park to mitigate the erosion hazard. Furthermore, the proposed redevelopment provides greater separation from the valleyland than the existing development, which provides opportunities for naturalization and enhancement of the valley. The existing vegetation is dominated by non-native, invasive common Buckthorn thicket and planted horticultural trees associated with the existing development and does not qualify as significant woodland or significant wildlife habitat. As such, no buffer was applied to the staked dripline of vegetation contiguous with the valleyland.

Beacon Environmental concluded that removing the existing retaining wall and parking spaces at the southeast corner of the property and restoring a natural valley slope, removing parking spaces at the southeast corner of the property and restoring a natural valley slope, removing invasive non-native species such as Buckthorn and Norway Maple, and planting a diversity of native species along the top of the valley slope, which will result in a net benefit to the natural heritage system.

Environmental Planning staff found the study satisfactory for the purpose of the Zoning By-law Amendment application and will work on implementation through the site plan approval process.

Environmental Site Assessments and Record of Site Condition

A Phase I Environmental Site Assessment (ESA) dated June 3rd, 2020, and a Phase II ESA dated January 26, 2021, for the subject properties were prepared by Terraprobe Inc. and submitted as part of the original submission. Environmental Engineering staff has requested a Record of Site Condition for the subject property to be filed in the Environmental Site Registry prior to site plan approval and the issuance of a building permit. The purpose of an ESA is to identify any potential environmental concern associated with the subject site.

Environmental Engineering staff found the submitted ESAs satisfactory for the purpose of the Zoning By-law Amendment application.

Functional Servicing Report

A Functional Servicing Report (FSR) prepared by Masongsong Associates Engineering Limited, dated December 20th, 2001 with a revision dated June, 2023, were completed and submitted to support the proposed 29-storey, high-rise mixed-use residential building. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. Development Engineering staff reviewed the Functional Servicing Report and Storm Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Waste Management Design Report

A Waste Management Design Report prepared by PragmaTech Waste Solutions, dated November 30, 2023, has been submitted for staff review. The proposed mixed use multi-residential building is to be located at 2 Bartley Bull Parkway in the Region of Peel and is compliant to the Peel Region Waste Collection Design Manual. The collection area has met all the requirements of the region regarding approach and overhead clearance. Staff have reviewed the report and find the proposed management design acceptable.