



Report
Staff Report
 The Corporation of the City of Brampton
 5/12/2025

Date: 2025-03-28

File: OZS-2024-0033

Subject: **Recommendation Report – Application to Amend the Secondary Plan and Zoning By-law**
(To permit the development of a 45-storey and 48-storey mixed-use development with 915 units, 834m² of commercial space and four levels of underground parking.)
Amdev Property Group
 17-29 Mill Street North & 53 Nelson Street West
 Ward 1

Contact: Chinoye Sunny, Development Planner, Development Services & Design

 Angelo Ambrico, Manager, Development Services & Design

Report number: Planning, Bld & Growth Mgt-2025-292

RECOMMENDATIONS:

1. That the report from Chinoye Sunny, Development Planner, Development Services & Design, to the Planning and Development Committee Meeting of May 12th, 2025, re: **Recommendation Report – Application to Amend the Secondary Plan and Zoning By-law**, Amdev Property Group, 17-29 Mill Street North & 53 Nelson Street West, Ward 1, File: OZS-2024-0033, be received;
2. That the Application to Amend the Secondary Plan and Zoning By-law submitted by Amdev Property Group, File: OZS-2024-0033 be endorsed on the basis that it represents good planning, including that it has regard for matters of provincial interest under the Planning Act, is consistent with the Provincial Policy Statement, conforms to the Brampton Plan and for the reasons set out in this Planning Recommendation Report;
3. That prior to forwarding the adoption of the Secondary Plan Amendment, or the enactment of the Zoning By-law Amendment to Council for adoption, confirmation be received from the Region of Peel that the Functional Servicing Report is to their satisfaction, or alternatively a Holding (H) Symbol be used in conjunction with the Zoning By-law Amendment, to ensure the noted supported document is completed;

4. That the amendments to the Secondary Plan, generally in accordance with Attachment 12 attached to this report be adopted;
5. That the amendments to the Zoning By-law, generally in accordance with Attachment 13 attached to this report be adopted; and,
6. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- **This report recommends approval of an amendment to the Secondary Plan and the Zoning By-law to accommodate a proposed high-density, mixed-use residential development consisting of two towers with heights of 45 and 48 storeys, a total of 915 units and 834 square metres of commercial space.**
- **The subject properties are designated ‘Central Area’ in the Official Plan (2006), and ‘Community Areas’, ‘Urban Centers’, ‘Primary Major Transit Station Areas’, and ‘High-Rise Mixed Use’ in Brampton Plan (2023). No amendments to either of those plans is required to permit the proposed development.**
- **The subject properties are designated ‘Medium Density’ in the Downtown Brampton Secondary Plan (Area 7), which permits development to a maximum of 50 units per net residential hectare (15 to 20 units per net residential acre). An amendment to the Secondary Plan is required to permit the proposed residential development.**
- **The subject properties are zoned ‘Residential Extended One Zone (R2B(1))’. An amendment to the Zoning By-law is required to permit the proposed residential development.**
- **An initial Statutory Public Meeting for the application was held on June 17, 2024. The original proposal included one 48 storey residential apartment. A second Statutory Public Meeting was held on January 9, 2025, which was required due to the modifications in the plan which proposed a second 45 storey tower after additional properties were acquired by the landowner on Mill Street. Details of the Statutory Public Meeting are summarized in this report and detailed in Attachment 8.**
- **The proposed development is located within a Major Transit Station Area (MTSA), these areas are intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary.**

- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.**
- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2024).**

BACKGROUND:

The lands subject to the Secondary Plan Amendment and Zoning By-law Amendment are located at 17-29 Mill Street North & 53 Nelson Street West. The application was submitted on May 1, 2024 and deemed complete on July 2, 2024, in accordance with Section 22 (6.1) and Section 24 (10.4) of the Planning Act.

Since the time of receipt of the application, the applicant has submitted three (3) submission packages to be able to resolve various technical issues associated with the proposal.

The application underwent two (2) Statutory Public Meetings. The first Statutory Public Meeting for the application was held on June 17, 2024. The original proposal included one 48-storey residential apartment building on the properties municipally known as 23, 25, 27, 29 Mill Street North and 53 Nelson Street West. A second Statutory Public Meeting was held on January 9, 2025, which was required due to the modifications in the plan which proposed a second 45 storey tower on additional properties that were acquired by the landowner (17, 19, and 21 Mill Street North). The second tower included the reconfiguration of the site layout, including the site access location, and also incorporated additional underground parking spaces and commercial and retail space at the ground floor level. At both Public Meetings, there were delegations from the public and email correspondence received regarding concerns with the application. Details of the Statutory Public Meeting are summarized in this report and detailed in Attachment 8.

CURRENT SITUATION:

Proposal

An application to amend the Secondary Plan and Zoning By-law has been submitted to permit residential and commercial uses. The proposal seeks to permit the development of a multi-phased, mixed-use development consisting of two residential towers (45 and 48 storeys in height). A total of 915 residential units, 834 square metres of commercial space and four levels of underground parking are included as part of the proposal. The proposed high-density development will be required to submit a future site plan application prior to seeking building permits.

Details of the proposal (refer to Attachment 1)

- The development of a 45-storey and 48-storey mixed-use development with 915 units, 834m² of commercial space and four levels of underground parking.
- Tower floor plates of 750 square metres are proposed, with a minimum 25 metre tower separation, which includes a 12.5 metres tower setback from the south lot line.
- A 7.5 metre podium setback is proposed along the west property line.
- A 5.5 metre podium setback is proposed along the south property line.
 - ***Note: Staff recommends increasing the southerly podium setback to achieve a minimum distance of 7.5 metres.***
- A 0.0 metre setback is proposed along Mill Street and Nelson Street
 - **Note: Staff recommends increasing the setback to the streets to achieve a minimum distance of 0.8 metres. The recommended setback will align with the Draft Downtown Streetscape Manual and is intended to enhance the future streetscape by providing opportunities for spill-out patios, urban planters, streetscape furniture, transition space for unit pavers and other streetscape amenities.**
- An outdoor amenity space / biodiversity corridor is proposed along the western limits of the development adjacent to the existing 2-storey townhouses along Park street.
- Site access is proposed on Mill Street North. An underground parking garage with 310 parking spaces is also proposed.
- A total amenity space area of 2,628 square metres:
 - Indoor – 1,508 square metres
 - Outdoor – 1,120 square metres
- A Floor Space Index (FSI) of 14.64 (gross) and 16.83 (net).
- The development is proposed to be constructed in two phases:
- Phase 1 consists of:
 - One (1) high density mixed-use tower with a height of 48 storeys on the northern portion of the subject site.
 - 654 square metres of commercial space.

- A total of 469 residential units:
 - 1 Bedroom – 227 units;
 - 2 Bedroom – 195 units; and,
 - 3 Bedroom – 47 units
- A total of 140 parking spaces:
 - 90 residential parking spaces
 - 47 visitor parking spaces
 - 3 short term parking spaces
- A total of 282 bicycle parking spaces:
 - 235 residential spaces
 - 47 visitors spaces
- Phase 2 consists of:
 - Once (1) high density mixed-use tower with a height of 45 storeys on the southern portion of the subject site.
 - 180 square metres of commercial space.
 - A total of 446 residential units:
 - 1 Bedroom – 209 units
 - 2 Bedroom – 190 units
 - 3 Bedroom – 47 units
 - A total of 170 parking spaces:
 - 122 residential parking spaces
 - 45 visitor parking spaces
 - 3 short term parking spaces
 - A total of 262 bicycle parking spaces:
 - 223 residential spaces
 - 45 visitors spaces

Property Description and Surrounding Land Use (Please refer to Attachment 1)

The subject lands have the following characteristics:

- The lands are comprised of a consolidation of 8 lots municipally known as 17-29 Mill Street North & 53 Nelson Street West
- Has a total site area of approximately 0.45 hectares (1.12 acres)

- Street frontages of approximately 90.05 metres (295.44 feet) along Mill Street North and 50.24 metres (164.83 feet) along Nelson Street West.
- Currently, single detached dwellings are situated on the subject properties.

The surrounding land uses are described as follows:

- **North:** Nelson Street West, beyond which are existing low-rise residential dwellings and an existing 27 storey apartment building. Beyond those there are lands subject to a development proposal for a high-rise mixed-use building, and the Brampton Innovation District GO Station.
- **South:** Existing low-rise residential dwellings, beyond those there are lands subject to a development proposal for a high-rise mixed-use building.
- **East:** Mill Street North, beyond which are existing low-rise residential dwellings and lands designated 'Mixed Use High Rise' in the Downtown Brampton Major Transit Station Area.
- **West:** Existing low-rise residential dwellings and existing 2-storey townhouses, beyond which is Park Street and the former Orangeville Railway corridor.

Further details on this application can be found in the Detailed Planning Analysis contained in Attachment 11, which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

Downtown Brampton Transit Hub

Downtown Brampton is in a transitional period of considerable growth and change. As part of the City of Brampton's 2040 Vision, significant transformation will be occurring throughout the City and within Downtown Brampton. The Downtown Brampton Transit Hub study being undertaken by the City to plan and design a new transit hub in the Downtown Core. This will address future transit needs and take advantage of opportunities to better integrate with other initiatives in Downtown Brampton. This includes Brampton Light Rail Transit (LRT), GO Kitchener Two-Way All-Day service, Queen Street-Highway 7 Bus Rapid Transit (BRT) and Downtown Revitalization Program. This project falls within the Downtown Transit Hub study area limits and is within the Major Transit Station Area (MTSA) for the Brampton Innovation District GO Station.

MTSAs are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. The vision for Downtown Brampton is aligned with the provincial legislation, as the transit-oriented revitalization project will assist with the future growing population within the MTSA. Redevelopment projects in close proximity to the MTSA, specifically the Downtown Brampton Transit Hub are planned for High-density, mixed-use projects,

which will contribute to the increased intensification and ensure the downtown is a complete community.

The application proposes a change of use from single detached dwellings to a high-rise, mixed-use development with commercial space. The proposal aligns with the broader planning policies of increasing density near public transit and provides more diverse land uses within the Brampton Innovation District GO MTSA. The proposed Secondary Plan and Zoning By-Law Amendment will result in the redevelopment of an underutilized site and contribute to the creation of new housing supply, as encouraged by all levels of planning policy applicable to the site.

Built Form and Setbacks

The recommended zoning by-law amendment for this application aligns with the City of Brampton's draft Urban Design Guidelines (November 2023) for Tall Buildings and will achieve the desired tall building performance standards envisioned by the City. Staff have recommended changes to two elements of the applicants proposal to achieve this, being:

- the increase to the podium setback to the south from 5.5 metres to 7.5 metres, and,
- the increase to the podium setback to Mill Street and Nelson Street from 0.0 metres to 0.8 metres.

With these recommended changes, staff is satisfied that the proposal will allow for great character and animation along the public streets, facilitate the orderly development of the other properties in the area, and also respect the existing low-density two storey residential townhouses to the west of the subject lands.

While the property is surrounded by existing low rise residential land uses, the future 'High Rise Mixed Use' land designation in the Downtown Brampton Major Transit Station Area envisions the transformation of Downtown Brampton into a mixed-use, transit oriented, and intensified complete community.

The recommended zoning amendment will align with the current work staff is focussed on regarding the Downtown Public Realm and Streetscape Manual. This project will help provide guidelines to improve the public space, which will assist in the improvements and revitalization of the downtown core. The development proposal includes road widenings of 5.50 metres and 2.00 metres along Mill Street North and Nelson Street West, respectively, to accommodate the ultimate right-of-way widths planned for these streets and future public realm improvements. In addition to road widenings, staff's recommended minimum ground floor setback of 0.8m from both Mill Street North and Nelson Street West will enhance the streetscape, by providing opportunities for spill-out patios, urban planters and streetscape furniture, transition space for unit pavers and other streetscape amenities.

Items to be Addressed Prior to By-law Enactment

At the time of writing this report, City staff have identified that the following items are required prior to the enactment of the Zoning By-law:

- Written confirmation from the Region of Peel that the Functional Servicing Report is to their satisfaction;

The development application was circulated to the Region of Peel on July 8, 2024, October 28, 2024, and March 10, 2025. At the time of writing this report, City staff have not received Regional correspondence on the most recent circulation and/or Regional Clearance to enact the Zoning By-law, despite the comment deadline being March 24, 2025. City staff have followed up with Regional staff and have yet to receive a formal response on the matter. At this time, staff are recommending that the enactment of the Secondary Plan and Zoning By-Law Amendment be deferred until formal regional clearance is provided. The Region has identified a new wastewater servicing strategy for the installation of new sewers and diversion sewers that can support the sanitary flows of the proposed development. The strategy includes the upgrade of sanitary sewer on Nelson Street West to a 525mm sewer and a new 750mm trunk sewer to be constructed along the abandoned Orangeville Rail tracks.

City staff understand that the Region of Peel requires modifications to the Functional Servicing Report prior to providing regional clearances. The Zoning By-law Amendment will not be enacted until Regional clearance is confirmed, or alternatively, a holding symbol may be recommended in the zoning by-law.

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed amendments to the Secondary Plan and Zoning By-Law, generally in accordance with Attachments 13 and 14, respectively. The proposed mixed-use development represents good planning, is consistent with the Provincial Policy Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 11 – Detailed Planning Analysis.

Secondary Plan Amendment

The subject lands are designated 'Medium Density' within the Downtown Brampton Secondary Plan. An amendment to the permit high density, mixed-use apartment buildings on the subject site. The draft Secondary Plan Amendment can be found in Attachment 13.

As part of the Secondary Plan Amendment, staff reviewed a Tertiary Plan attached as Attachment 18 and find it to be satisfactory as it demonstrates appropriate building separation requirements for tall buildings and the ability for adjacent lots to redevelop in accordance with their high rise, mixed use designation.

Zoning By-law Amendment

The subject properties are currently zoned 'Residential Extended One (R2B(1))', as per By-law 270-2004 as amended. The zoning designation does not permit the proposed residential and commercial uses.

The proposed Zoning By-law Amendment will be rezoned to a Downtown Commercial Zone with a special section to include commercial uses, as well as include site-specific provisions to regulate building height, tower separation, building setbacks, and density (as regulated by floor space index), as shown in Attachment 14 to this report.

PLANNING ANALYSIS SUMMARY

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The proposed By-law, with the changes recommended by Staff, represents good planning. Please refer to Attachment 11 "Detailed Planning Analysis" for additional details.

Matters of Provincial Interest

Planning Act, R.S.O, 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

The subject property is located within the Brampton Innovation District GO MTSA, which is an area planned for intensification and transit-oriented development. The proposal supports the development of an underutilized site by increasing the density and land uses on the site to support its highest and best use. Furthermore, the development proposal will also provide new housing opportunities and contribute to the overall range and mix of housing options which will contribute to the City of Brampton's Housing Pledge of constructing 113,000 new homes by 2031. As such, the application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (h), (j), (p), and (q).

Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Planning Statement (PPS 2024)

The proposed Secondary Plan Amendment and Zoning By-law Amendment application conform to Sections 2.3.1.1 and 2.1.4 of the PPS, as the subject lands are located within a Settlement Area and further will contribute to the existing housing stock and

maintain retail/commercial opportunities in the area which will assist in meeting the long-term needs of a healthy, livable and safe community. The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

The proposed development supports livable, supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.2.1, and 2.3.1.3, and 2.3.1.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of residential intensification that will promote existing / future public transit and active transportation within an area of Brampton that is predominantly occupied by single-detached residential dwellings. The subject property is also a part of the Brampton Innovation District GO MTSA area, which is planned and comprises of higher densities, intensification, and a range / mix of proposed land uses that will contribute to the achievement of a complete community.

As per Section 1.6.7, 2.1.6b), 2.2.1 d), and 2.4.1.2, the site utilizes efficient use of existing transportation networks and encourages active transportation methods. The site is located approximately 350 metres from the Brampton Innovation District GO Station, which is an approximate 3-5 minute walk. Land uses in close proximity to various transit options, are meant to support higher density and intensification. The development proposal supports connectivity with multimodal transportation systems and improved pedestrian connections along Mill Street North and Nelson Street West. This includes the future plans for Brampton Light Rail Transit (LRT), GO Kitchener Two-Way All-Day service, Queen Street-Highway 7 Bus Rapid Transit (BRT) and Downtown Revitalization Program. The development of these lands for high-density forms contributes in a positive manner to the building of a complete community.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

Municipal Planning Documents

Region of Peel Official Plan, 2022

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in that omnibus bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) became a plan of the local municipalities, and as such the City of Brampton is required to implement and ensure applications conform to the RPOP.

The RPOP 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 Region's MTSA's will be planned to create a compact urban form that supports existing and planned transit and active infrastructure. These areas are strategically located in areas where high densities and compact mixed-use development are oriented in proximity to higher order transit. The site is located within the KIT-3/HLRT-25 Primary MTSA. Primary MTSA's are identified as such due to their existing or planned transit-supportive built forms that have been determined to be able to meet or exceed the minimum transit-supportive density target. Primary MTSA's are 'Protected' MTSA's in accordance with subsection 16(16) of the Planning Act. The proposed mixed-use high-density development facilitates and promotes intensification in accordance with Sections 5.4.18.10, 5.4.18.11, 5.4.18.16, 5.6.19.1.

The proposal also supports housing options geared towards students and senior citizens for a more inclusive range of housing options in accordance with Section 5.9.46 and 5.9.50. Furthermore, the proposed mixed-use development encourages a mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, and office uses that supports the needs of employees and residents in a walkable environment in accordance with Section 5.6.19.2.

The subject application is within the 'Urban System' in Schedule E-1: Regional Structure, 'Urban Growth Centre' in Schedule E-3: The Growth Plan Policy Areas in Peel, and located within a 'Primary or Secondary Major Transit Station Area' in Schedule E-2: Strategic Growth Areas of the Region of Peel Official Plan. The subject site is also designated "Primary Major Transit Station Area" and "Growth Plan Priority Transit Corridors" in Schedule E5: Major Transit Station Areas. The proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the Regional Policies with respect to healthy communities, achieving a mix of land uses in appropriate areas that will optimize the use of underutilized land, utilize existing infrastructure, and encourage the active and public transportation.

Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan (2006)

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated 'Central Area' on Schedule A of the City of Brampton Official Plan. The 'Central Area' designation permits free-standing or mixed-use development that include a range of office, retail and service activities, residential uses, entertainment and cultural uses, institutional uses, high density employment and major transit infrastructure.

The proposal conforms to the 'Central Area' designation of the Official Plan. The proposal is for high-density, mixed-use residential uses consisting of two towers with heights 45 and 48 storeys, a total of 915 residential units and 834 square metres of commercial space, which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements the future uses of the surrounding neighbourhood. The proposed development includes pedestrian connections and access to multimodal active transportation, which will enhance walkability to ensure that pedestrians of all ages and abilities can navigate the area comfortably in accordance with Section 4.2.6.15.

The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. The subject property will be located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding existing low-density land uses in a manner which aligns with Section 4.5.4.22, 4.5.4.24, 4.5.4.25, and 4.5.4.31.

The proposal conforms to the 'Central Area' land use designations and an amendment to the Official Plan is not required. As such, staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Brampton Plan (2023)

Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region's decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides 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 property is designated 'Community Areas' as per Schedule 1A: City Structure, 'Primary Major Transit Station Area (KIT-3)' as per Schedule 1B: Major Transit Station Areas, 'Mixed Use' as per Schedule 2: Designations, and 'Mixed-Use (High-Rise Mixed-Use)' as per Schedule 13b: KIT-3 Brampton Innovation District GO

Land Use Plan of Brampton Plan. of Brampton Plan. These designations also support the creation of complete communities, 15-minute neighbourhoods, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including appropriate residential uses.

MTSAs as described in Brampton Plan are planned to evolve into vibrant, high-density, mixed use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities. The subject site is located within the KIT-3 Primary MTSA (Brampton Innovation District GO MTSA), which is served by existing and/or planned higher order transit service. The KIT-3 MTSA is planned to achieve a minimum density target of 200 persons and jobs per hectare. The high-density, mixed-use proposal will introduce 915 new residential units and 834 square metres, which supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for residents of all ages, life stages, incomes, and abilities in accordance with Section 2.2.4.17.

In accordance with Section 2.2.1.1a), 2.2.6, 2.2.6.1 and 2.2.6.2, areas designated Mixed-Use are planned to support increased population, employment, and facilitate transit-supportive development. The subject property is located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City. The development aims to contribute to various housing typologies, which include but are not limited to, supportive housing, student housing, and senior housing. The proposed development serves to meet growth forecasts and housing targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051.

As such, the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the 10 proposed Secondary Plan and Zoning By-Law Amendment is consistent with the policies of the Brampton Plan (2023).

Downtown Brampton Secondary Plan (Area 7)

The proposed development is located within the Downtown Brampton Secondary Plan Area 7. The subject lands are designated 'Medium Density' within the Secondary Plan. The medium density designation is intended to be developed for varying housing typologies. A maximum of 50 units per net residential hectare (15 to 20 units per net residential acre) is permitted within this designation.

The intent of the 'Medium Density' is for infill redevelopment. Although, the application proposes high-density which is not currently permitted in the Secondary Plan, this Secondary Plan is in the process of being updated in the near future to conform to the new Brampton Plan policies for the City's Major Transit Station Areas.

As such, the development proposal is generally consistent with the applicable land use policies in the Downtown Brampton Secondary Plan. An amendment to the Secondary Plan is required to permit high density apartment buildings at an increased height and density on the subject site.

The proposed Secondary Plan Amendment contains site-specific policies to ensure that the building is constructed in a manner that supports complete communities. This includes policies around having a continuous street frontage and retail uses at grade, as well as requiring that future developments demonstrate a high level of architectural design. As part of the Secondary Plan Amendment, staff reviewed a Tertiary Plan attached as Attachment 18 and find it to be satisfactory as it demonstrates appropriate building separation requirements for tall buildings and the ability for adjacent lots to redevelop in accordance with their high rise, mixed use designation.

Staff have reviewed the proposed details from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Zoning By-law

The subject properties are currently zoned 'Residential Extended One (R2B(1))', as per By-law 270-2004 as amended. The proposed development will rezone to a Downtown Commercial Zone with a special section to include residential and nonresidential uses, as well as include site-specific provisions to regulate building height, tower separation, building setbacks, and density (as regulated by floor space index), as shown in Attachment 14 to this report.

The Draft Zoning By-law Amendment implements appropriate building standards, including a maximum height of 48 storeys, a minimum tower separation distance of 25.0 metres, maximum tower floorplate of 750 square metres. Minimum interior side yard and rear yard setbacks (7.5 metres) are also proposed ensuring that the new towers are appropriately situated on the subject properties.

In accordance with the City's emerging Urban Design Guideline (November 2023) for Tall Buildings, staff is satisfied that the appropriate mitigation measures, building separation, and landscape buffers will be implemented to also respect the existing low-density residential units to the west and south of the subject lands.

Staff is satisfied that the Draft Zoning By-law Amendment represents good planning and is appropriate for the orderly development of the lands.

Community Engagement

The proposed Secondary Plan Amendment and Zoning By-Law Amendment was circulated to City Departments, commenting agencies and property owners within 240

metres of the subject lands in accordance with and exceeding the Planning Act requirements. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

The application underwent two (2) Statutory Public Meetings. An initial Statutory Public Meeting for the application was held on June 17, 2024. The proposal contemplated a one 48-storey residential apartment building on the properties municipally known as 23, 25, 27, 29 Mill Street North and 53 Nelson Street West. A second Statutory Public Meeting was held on January 9, 2025, which was required due to the modifications in the plan which proposed a second 45 storey tower on additional properties that were acquired by the landowner (17, 19, and 21 Mill Street North). At both Public Meetings, there were delegations from the public and email correspondence received regarding concerns with the application. A summary of the issues raised and a response to those issues are included in the summary chart below.

Concerns Raised	Staff Response
Unsuitable Location for the Proposed Development	<p>The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton Innovation District GO Major Transit Station Area (MTSA). These areas are planned to evolve into vibrant, high-density, mixed use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities.</p> <p>The recommended development contemplates a minimum tower separation of 25.0 metres, a minimum building podium setback of 7.5 metres. These building setbacks, along with the enhanced biodiversity corridor are proposed along the western limits of the development adjacent to the existing 2-storey townhouses allow for an appropriate transition from low-density to high-density.</p> <p>Additional design guidelines and enhanced landscaping buffers will be evaluated and reviewed in a future Site Plan Application.</p>

<p>Construction Disturbance within the Neighbourhood</p>	<p>The proposed development will require a Building Permit from the City of Brampton, any site works will be subject to City requirements (i.e. hoarding, shoring, phasing, street access, hours of construction and applicable securities etc.).</p>
<p>Location of Waste Collection</p>	<p>Two waste storage rooms are provided underground on the P1 level of the proposed development. The waste bins will be transferred within the site from the storage facility to the bin staging area on collection day.</p> <p>The Region of Peel manages and provides Waste Management Services (i.e., garbage collection service) for the City of Brampton. A development application must meet certain requirements (i.e., correct spacing for garbage trucks) to meet Regional Waste Management requirements. As such, the Region will review and approve all relevant plans in relation to waste management at the Site Plan Approval stage and prior to any development construction in order to properly manage garbage collection services and prevent any potential rat infestations as a result of the proposed development application.</p>
<p>Insufficient amount of Parking Spaces</p>	<p>At the initial public meeting, the proposed development contemplated 184 parking spaces for the 48 storey tower. The new proposal contemplates 310 parking spaces between both towers (45 and 48 storeys).</p> <p>On March 24, 2021, Council adopted By-Law 45-2021 to amend parking standards in the Downtown, Central Area and Hurontario-Main Corridor. The purpose is to eliminate minimum parking requirements for any use, except for the</p>

	<p>visitor parking space requirement. Following this enactment, the provincial government passed Bill 185: Cutting Red Tape to Build More Homes Act, which eliminates minimum marking requirements in MTSA as part of the Planning Act.</p> <p>The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton GO Major Transit Station Area (MTSA). MTSA are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. These areas are all supported by higher order transit and is meant to promote walkable cities.</p>
Shadow Impact and Privacy	<p>The proposed development includes appropriate setbacks, landscaping, and a biodiversity wall to allow for adequate screening from nearby residential properties. Regarding shadow impacts, a Sun / Shadow Study, prepared by Graziani and Corazza Architects, dated March 2024, was submitted for staff review. A resubmission was submitted on October 2024, for the revised proposal that includes 2 towers. The shadows cast by the proposed development are slender and fast-moving, minimally impacting adjacent low-rise dwellings, the public realm and parks and open spaces. City Urban Design Staff have reviewing the Sun / Shadow Study and conclude that the studies are satisfactory, all requirements have been met and there are no further sun / shadow concerns with respect to the proposed development.</p>
Tower Separation and Setbacks	<p>Appropriate height, tower separation, and building setbacks are implemented through the recommended Zoning By-Law Amendment. A Minimum Tower</p>

	<p>Separation of 25 metres and various built form setbacks have been included in the Draft Zoning By-law (see Attachment 14). As such, the development proposal will provide adequate setbacks to any surrounding land uses, particularly from the proposed towers and setbacks.</p>
Increased Traffic Congestion	<p>A Traffic Impact Study (TIS) was prepared by BA Group to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation, especially along Mill Street North and Nelson Street West. Vehicular access to the underground parking garage is provided via a new consolidated driveway off Mill Street North which runs through the middle of the site. The development proposal also includes road widenings of 5.50 metres and 2.00 metres along Mill Street North and Nelson Street West, respectively, to accommodate the ultimate right-of-way widths planned for these streets and future public realm improvements. These matters would be finalized and implemented via a future site plan application. City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.</p>
Property Line Infringement	<p>A survey and concept plan were provided for the proposed development. None of the plans depict that the proposed development will infringe on the adjacent property line to the south.</p>
Bicycle Parking Spaces	<p>The location of the proposed high-rise residential development is within the Brampton Innovation District GO Major Transit Station Area (MTSA). MTSA's are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA</p>

	<p>boundary. These areas are planned to evolve into vibrant, high-density, mixed use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities. The emerging policy framework for Brampton and Downtown Brampton specifically, is to prioritize sustainable development and multi-modal transportation. The amount of bicycle parking spaces will help support pedestrian mobility and encourage sustainable transportation options. Also, future changes to the downtown will support higher order transit, and the development of bicycle lanes.</p>
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CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

This application to amend the Secondary Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of underutilized parcels of land to implement the policies of the Downtown Bramalea Secondary Plan and add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City’s Urban System.

The application aligns with the Strategic Focus Area as it supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies this by:

- Effectively using lands and resources; and
- Providing opportunities for efficient growth.

LIVING THE MOSAIC – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. This report aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres.

CONCLUSION:

Staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment are generally in accordance with Attachments 12 and 13, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development is consistent with the Provincial Policy Statement (2024). Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023), and the Downtown Bramalea Secondary Plan (Area 7).

The report recommends that Council enact the Secondary Plan Amendment and Zoning By-law Amendment generally in accordance with Attachment 13 and 14, respectively. The Secondary Plan Amendment and Zoning By-law Amendment application is appropriate for the orderly development of the lands considering the following:

- The proposal has regard for matters of provincial interest under the Planning Act;
- The proposal is consistent with the Provincial Policy Statement (2024);
- The development proposes residential typologies and densities which conform to the City of Brampton Official Plan; and
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Secondary Plan Amendment and Zoning By-law Amendment, as the proposal is in the public interest.

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Attachments:

- Attachment 1: Concept Plan
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 5: Zoning Designations
- Attachment 6: Aerial & Existing Land Use
- Attachment 7: Heritage Resources Map
- Attachment 8: Results of Public Meeting
- Attachment 9: Results of External Circulation
- Attachment 10: Renderings
- Attachment 11: Detailed Planning Analysis
- Attachment 12: Sustainability Assessment Snapshot
- Attachment 13: Draft Official Plan Amendment
- Attachment 13A: Draft Official Plan Amendment
- Attachment 14: Draft Zoning By-law Amendment Schedule
- Attachment 14A: Draft Zoning By-law Amendment Schedule
- Attachment 15: Elevations
- Attachment 16: Landscape Plans
- Attachment 17: Angular Plane Analysis
- Attachment 18: Tertiary Plan