

**Detailed Planning Analysis**  
**City File Number: OZS-2024-0044**

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 Planning Act, Provincial Policy Statement (PPS), the Peel Regional 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.

**Planning Act R.S.O 1990**

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. The following provides a discussion of these sections.

**Section 2:**

- (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;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (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;
- (r) the promotion of built form that,
  - (i) is well-designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

### **Analysis: Planning Act R.S.O 1990**

The development proposes a mixed-use community consisting of two 55 and 50 storey buildings with 1238 units and a 20 storeys retirement building with 300 suites connected by a 5-storey podium of ground-level retail space. The subject property is located within a MTSA as per Schedule 13h – Major Transit Station Area QUE-5 Dixie Land Use Plan, which is an area planned for intensification and transit-oriented development. Furthermore, the development proposal will create a complete community with multi-generational living opportunities and residential units that meet the needs for a wide range of household types such as young professionals, families, empty nesters and seniors. The proposed Zoning By-law Amendment reflects regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** Low-density residential dwellings are currently situated on the lands, the proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal promotes the intensification and improvements of the land and its component areas. The Central Area is considered the major location for entertainment and cultural uses.
- **Housing Supply and Population Growth:** Adding high density, mixed-use buildings will contribute to the municipality's housing supply goals and support projected population growth.
- **Accessibility and Connectivity:** Proposed dwellings are situated in a major transit area. Future residents have excellent access to existing transit service, due to its proximity to the Bramalea Transit Terminal.
- **Design:** The proposed high-rise, mixed-use residential buildings will provide optimal housing opportunities and create a complete community within the current lands.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area and providing additional housing stock.
- **Public Interest:** The development plans to accommodate existing residents, while facilitating increased housing availability for the City of Brampton.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies

The proposed subject properties are located within a central area for entertainment and culture. With the redevelopment of the existing Low density residential dwelling the City of Brampton's Housing Pledge of constructing 113,000 new homes by 2031 can be met. This aligns with the public's interest along with the provincial interest to supply homes. Furthermore, being located within the Dixie Road Primary MTSA Area ("PMTSA") intensifies the proposed areas need to be developed as a complete community. The application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (h), (j), (k) (p), (q) and (r).

Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands.

## **Provincial Policy Statement, 2024**

The Government of Ontario released the updated Provincial Policy Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 2.1.4 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

Section 2.1.6 – Planning authorities should support the achievement of complete communities by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Section 2.2.1 - Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for

housing with Service Managers to address the full range of housing options including affordable housing needs;

b. permitting and facilitating:

i. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3

c. promoting densities for new housing which efficiently use land, resources, and infrastructure and public service facilities, and support the use of active transportation; and

d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposal will also allow for an appropriate and supportable form of residential, commercial, employment and retail intensification that will promote surrounding transit and active transportation as per the Major Transit Station Area QUE-5 Dixie Land Use Plan, Bramalea City Centre Precinct Plan, Queen Street Corridor Secondary Plan (Area 36), Brampton Official Plan and the Brampton Plan. The proposed development will be in close proximity to existing transit corridors along Dixie Road and Queen Street East, which is consistent with Section 2.2.1(d) of the PPS as amended.

Section 2.3.1.1 - Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

Section 2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a. efficiently use land and resources;

b. optimize existing and planned infrastructure and public service facilities; c. support active transportation;

d. are transit-supportive, as appropriate; and e. are freight-supportive.

Section 2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.3.1.4 - Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

Section 2.3.1.5 - Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Section 2.3.1.6 - Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Section 2.4.1.1 - Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

Section 2.4.1.2 - To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d. to support affordable, accessible, and equitable housing.

Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement

**Section 2.1 – Planning for People and Homes:**

2.1.4 - To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

Section 2.1.6 – Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

## **2.2 – Housing:**

2.2.1.a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

2.2.1.b) - Permitting and facilitating:

- 1) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
- 2) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

2.2.1.c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

2.2.1.d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

## **2.3. – Settlement Areas and Settlement Area Boundary Expansions:**

2.3.1.1 - Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.4 - Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 - Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6 - Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1.3 - Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- d) consider a student housing strategy when planning for strategic growth areas; and
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.2.2 - Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or

c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

2.4.2.3 – Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

a) Planning for land uses and built form that supports the achievement of minimum density targets;

2.4.2.6 - All major transit station areas should be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

a) Connections to local and regional transit services to support transit service integration;

b) Infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;

c) Commuter pick-up/drop-off areas.

2.4.3.1 - Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors.

3.1.1 - Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

a) Are financially viable over their life cycle, which may be demonstrated through asset management planning;

b) Leverage the capacity of development proponents, where appropriate; and

c) Are available to meet current and projected needs.

3.1.4 – Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilities service integration, access to transit and active transportation.

3.2.1 - Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

3.2.2 - Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.2.3 - As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.9.1 – Healthy, active, and inclusive communities should be promoted by:

- a) Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) Providing opportunities for public access to shorelines; and
- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

6.2.9 - Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

- a) Identify and allocate population, housing and employment projections for lower tier municipalities;
- b) Identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets;
- c) Identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and
- d) Provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

#### Analysis: Provincial Policy Statement

Section 3.5 of the PPS contains policies around land use compatibility, specifically around the location of sensitive land uses that shall be planned and developed to minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards, and procedures. Given that stationary sources exceed the Class 4 sound level limits, the owner will implement site design alternative, such as Enclosed Noise Buffers (ENBs) or similar measures, can be considered as a mitigation option for the façade facing these exceedances. City staff support the development application obtaining a Class 4 Noise Designation as per the MECP publication NPC-300 based on the submitted Noise Report by RWI, and that mitigation measures will be confirmed through the site plan process.

The proposal will also allow for an appropriate and supportable form of residential, commercial, employment and retail intensification that will promote surrounding transit and active transportation as per the Major Transit Station Area QUE-5 Dixie Land Use Plan, Bramalea City Centre Precinct Plan, Queen Street Corridor Secondary Plan (Area 36), Brampton Official Plan and the Brampton Plan. The proposed development will be in close proximity to existing transit corridors along Dixie Road and Queen Street East, which is consistent with Section 2.2.1(d) of the PPS as amended. The proposed development supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development promotes the 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.

Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

The proposed Zoning By-Law Amendment contemplates the following:

- To permit the development proposal consisting of two residential towers of 55 and 50 storeys and a retirement home building of 20 storeys connected by a 5-storey podium.
- The proposed development contains 1,238 residential units, 300 retirement units, 496 sq. m. of ground-level retail space.
- A total residential Gross Floor Area of 81,000.00 m<sup>2</sup>
- Retail Gross Floor Area – 496.00 m<sup>2</sup>
- A total retirement care home Gross Floor Area of 17,752.00 m<sup>2</sup>
- 886 Vehicle parking spaces contained within 4 levels of underground parking and 996 bicycle parking space

Proposed Amenity Area:

- Residential Buildings (Indoor - 2,040.70 m<sup>2</sup>, outdoor - 2,345.30 m<sup>2</sup>)
- Retirement Home (Indoor - 2,106.20 m<sup>2</sup>, outdoor - 1,626.10m<sup>2</sup>)
- Proposed FSI – 8.13

Proposed Phasing

- Phase 1: Demolition of existing building, Construction of Tower A, underground parking under Tower A, and its podium section, and servicing infrastructure.
- Phase 2: Construction of Tower B, underground parking under Tower B and its podium section, and servicing infrastructure.
- Phase 3: Construction of Tower C, underground parking under Tower C and its podium section, and servicing infrastructure.

Each phase is anticipated to take approximately 4-5 years to build out.

The proposed uses will meet the intent of the provincial, planning policy framework in order to increase density and provide a variety of land uses as per the Major Transit Station Area QUE-5 Dixie Land Use Plan. The proposed Zoning By-Law Amendment will contribute to the creation of new housing supply, commercial, retail and employment uses, through sustainable living 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.

### **Region of Peel Official Plan (April 2022)**

The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies. The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The proposed development represents an efficient built form that will optimize the use of an underutilized site and existing infrastructure.

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

Section 5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.9 To protect and promote human health.

Section 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.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18.1 To achieve efficient and compact built forms.

Section 5.4.18.2 To optimize the use of existing infrastructure and services.

Section 5.4.18.3 To revitalize and/or enhance developed areas.

Section 5.4.18.4 To intensify development on underutilized lands.

Section 5.4.18.5 To reduce dependence on the automobile through the development of

mixed-use, transit-supportive, pedestrian-friendly urban environments.

Section 5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

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

Section 5.4.18.10 Facilitate and promote intensification.

Section 5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

Section 5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.

Section 5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:

- City of Brampton: a minimum of 50 per cent

Section 5.4.18.15 Direct the local municipalities to develop intensification strategies that demonstrate how the minimum intensification target prescribed in Policy 5.4.18.13 will be achieved within the Delineated Built Boundary

Section 5.4.18.16 Direct the local municipalities to delineate and establish minimum density targets for Strategic Growth Areas which include Urban Growth Centres, intensification corridors, nodes/centres and Major Transit Station Areas.

Section 5.4.18.17 Direct the local municipalities to identify in their official plans the appropriate type and scale of development in Strategic Growth Areas.

Section 5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.6.4 To achieve an urban structure, form and densities which are pedestrianfriendly and transit-supportive.

Section 5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System

Section 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.

Section 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.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a. support the Urban System objectives and policies in this Plan;
- b. support pedestrian-friendly and transit-supportive urban development;
- c. provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and

Section 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.

Section 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

Section 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.

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

Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 5.6.17.6 To encourage transit-supportive development in existing and new Designated Greenfield Areas.

Section 5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.

Section 5.6.19.1 Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.

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

Section 5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to

support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

Section 5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.

Section 5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

a. Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

Section 5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

Section 5.6.19.10 The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:

- a. The minimum density for each Major Transit Station Area as prescribed on Table 5, maximum densities may also be established at the discretion of the local municipality;
- b. The minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;
- c. The permitted uses in each station that supports complete communities;
- e. The minimum height for land uses within the Major Transit Station Area, maximum heights may be established at the discretion of the local municipality

Section 5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a. Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;
- b. Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;
- c. Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;
- d. Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;
- e. Provides an appropriate mix of land uses and amenities that promotes transit

supportive neighbourhoods; f. Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;

### **Analysis: Region of Peel Official Plan (April 2022)**

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure.

The proposed development provides appropriate residential land uses through the inclusion of mixed-use, high-density rental residential units and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of a mixed use high-density development. 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 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 Section 5.6.11 of the Region of Peel Official Plan.

The overall development proposal and zoning by-law amendment conforms to regional objectives, policies and targets of the Urban System designation, and will assist in the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier, and a range and mix of residential and employment opportunities.

### **City of Brampton Official Plan (2006):**

The City of Brampton Official Plan (2006) provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development and that the environmental policies are met, the design of the development is consistent with the policies, and that all technical matters have been resolved.

The subject lands are designated "Central Area" on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The "Central Area" designation permits a full range of office, a variety of residential uses, retail, entertainment, cultural, governmental, institutional, high-density employment and other associated uses. The 'Central Area' is a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. Major office as well as other high-density employment uses are also permitted. The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. With an improved pedestrian environment and upgraded transit, the Central Area is expected to realize significant residential, commercial and tourism activities during the life of this Plan. Redevelopment of the site will frame the north perimeter of Bramalea City Centre, as a

higher order mixed-use buildings, that can be access for . Further, the Central Area has been the focus for the implementation of the City's bus rapid transit (BRT) routes, which forms part of the City's Transportation and Transit Master Plan, which pairs nicely with the development, as the development will facilitate the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs phased growth and density.

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

Section 2.4.2 – Managing Growth in Brampton:

- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,
- f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.4 – Major Transit Station Areas

Major Transit Station Areas are centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around an existing or future higher order transit station. They will be planned to accommodate an appropriate mix of uses that support the role of the area as a transit station area, and have a built form that is pedestrian friendly and easily accessible by all modes of travel. These centres have City-wide significance as part of the City's transit network.

Section 3.2.4.1 - Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.

Section 3.2.6 – Intensification Corridors Intensification Corridors are one of the City's key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Located mainly along major arterial roads, intensification corridors provide linkages across the City connecting mobility hubs, major transit station areas and the Central Area, including the Urban Growth Centre. Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying land use designation.

Section 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 Bramalea 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.

Section 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.

Section 3.2.8.6 – The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

4.1.4 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan. 4.1.5 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.

Section 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. Section 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 area.

Section 4.2.1.7 - The City shall establish guidelines for the implementation of housing mix policies and density provisions in the Secondary Plans. Such implementation guidelines shall specify: i. Appropriate interpretation of the housing mix policies and density provisions; iii. General criteria for considering flexibility to the housing mix policies and density provisions; and, Section 4.2.1.8 - Residential development and the residential component of a mixed-use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

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.

4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if

mixed uses are proposed.

4.11.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.

4.11.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

Section 4.11.4.1 – Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 –The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements: Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements

i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.

ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.

iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

iv) Diversity: How the physical development promotes a diversity of design, form, and use. vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.

viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.

xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.

xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

**Analysis: City of Brampton Official Plan (2006)**

The subject lands are designated “Central Area” on Schedule A – General Land Use Designations of the City of Brampton Official Plan (2006). The “Central Area” designation permits a full range of office, a variety of residential uses, retail, entertainment, cultural, governmental, institutional, high-density employment and other associated uses. The ‘Central Area’ is a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. Major office as well as other high-density employment uses are also permitted. Redevelopment of the site will frame the north perimeter of Bramalea City Centre, as a higher order mixed-use building. Mixed use development shall be subject to a high standard of urban design to support their landmark image and functions as appropriate, promote transit oriented development, create a favourable pedestrian realm, and ensure compatibility of the various uses within and without the development. In addition to the policies for the single uses, special attention shall be given to contextual design and planning through a combination of careful site layout, built form, street and streetscape design as well as on-site amenities. Further, the Central Area has been the focus for the implementation of the City’s bus rapid transit (BRT) routes, which forms part of the City’s Transportation and Transit Master Plan, which pairs nicely with the development, as the development will facilitate the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs phased growth and density. With Brampton being home to approximately 82,000 residents aged 65 and older, the retirement building located within the development will support the eight primary domains of an age-friendly community as per the World Health Organization (WHO): Age-Friendly City Designation, which is supported by the City of Brampton Age Friendly Strategy:

1. Outdoor spaces and public buildings are pleasant, clean, secure and physically accessible;
2. Public transportation is accessible and affordable;
3. Housing that is affordable, appropriately located, well built, well designed and secure;
4. There are opportunities for seniors to participate in leisure, social, cultural and spiritual activities with people of all ages and cultures;
5. Older people are treated with respect and are included in civic life;
6. There are opportunities for employment and volunteerism that cater to older
7. Age-friendly communication and information is available;

The design of the development contributes to the effective and efficient provision of human senior services including health, social, special and assisted housing. The development proposal will reflect a more desired human scale of development and will be guided by design criteria appropriate for the revitalization of the Queen Street Corridor.

Staff is satisfied that the proposed development conforms to the City of Brampton Official Plan.

### **Brampton Plan 2023 (partially under appeal)**

The subject lands are designated “Mixed-Use” on Schedule 2 – Designations and ‘Mixed-Use’ (High-Rise Mixed-Use) within Schedule 13H (QUE-5 Dixie Land Use Plan) of the Brampton Plan (2024). As per Section 2.2.6.3 the “Mixed-Use” designation permits a mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses. Within this designation, 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. The development reflects the said policy. The development will support the achievement

of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of family friendly and senior housing units in this key growth areas. The Dixie MTSA supports development along the the Queen Street BRT, and a minimum density target of 160 persons and jobs per hectare, along a Primary Urban Boulevard. The development supports the Mixed-Use designation as it concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity, complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses. As per Section 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.

The Official Plan policies that are applicable to this application include but are not limited to: Section 2.1.1.1 - The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City Wide Growth Management Framework and Mobility Framework by:

e. Directing the majority of growth to Strategic Growth Areas of the city, including Urban and Town Centres, Primary and Secondary Urban Boulevards, and Major Transit Station Areas, as identified on Schedule 1A to support sustainable city-building and to prioritize investments in regional and city infrastructure including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.

f. Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

Section 2.1.2.2 - The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.

Section 2.1.2.3 - A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.

Section 2.1.2.5 - Employment Areas will accommodate a diverse mix of employment uses including businesses and industries in locations supported by transit infrastructure. Major Transit Station Areas located within Employment Areas may permit other nonemployment uses, subject to further planning studies and in accordance with the policies of this Plan and the Region of Peel Official Plan.

Section 2.1.2.12 - Sufficient lands and opportunities for strategic intensification have been identified through this Plan to meet the projected growth requirements for population, housing, and jobs until 2051.

Section 2.1.2.19 - Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

Section 2.1.2.20 - Intensification in Brampton will be accommodated by:

- a. Directing intensification, with the highest densities and heights primarily to Centres, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas.
- b. Promoting a variety of built forms along Boulevards and Corridors. Development in these areas will respond to the existing and planned built form context in their respective designations, subject to the transition, form and design policies of this Plan.

Section 2.1.2.27 - To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre which includes the City's Urban Growth Centre (200 residents and jobs combined per hectare by 2031). Section 2.1.2.28 - Centres will be designated as Mixed-Use on Schedule 2 through subsequent planning studies to provide appropriate use, form, and intensity requirements.

Section 2.2.4.17 – Lands within a Primary Major Transit Station Areas will be developed in accordance with land use designations shown on Schedules 13A-13N to generally meet the following objectives: b. Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of healthy and sustainable complete communities;

c. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;

d. Provide appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;

f. Provide a range and mix of housing options, unit sizes and tenure including affordable housing, to attract a broad range of demographics and to meet local needs;

g. Provide a variety of institutional, employment, and commercial opportunities; i. Provide active ground floor related uses and active street frontages;

m. Provide a strategic approach to parking management that will prioritize and incentivize transit use and active transportation, as well as optimize parking utilization through measures including, but not limited to, shared parking;

n. Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and

. Contribute to building resilient, low-carbon, and green communities.

Section 2.2.7.35 - The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building stepbacks, maximum lot coverage, minimum lot size, height, front and sideyard setbacks, massing, floor area, roofline, materials, and minimum landscaped areas, as appropriate, having regard for:

- a. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.
- b. Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees.
- c. Active frontages and ground related non-residential uses to encourage walkability and street life.
- d. Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.
- e. Proximity to the Mixed-Use designation and Corridors overlay.
- g. Transition in building form to and from abutting designations.
- h. The intended density to be accommodated within the permitted building envelope.

Section 3.1.1.56 – The design of High-Rise Buildings will include: a. Consideration of the effect of the development on the existing and planned skyline of the City and the character of its surroundings, including the relationship with other existing and planned High-Rise and Buildings;

- b. Inclusion of indoor and outdoor amenity space for residents, including spaces and amenities for all age groups, and where possible, publicly accessible retail and service commercial interior spaces;
- c. Incorporation of bird-friendly designs and materials to minimum bird strikes;
- d. Mitigation of microclimatic impacts on the public realm and private amenity areas; and,
- e. Mitigation of the impacts on aviation flight paths and navigation and telecommunication facilities.

#### **Analysis: Brampton Plan (2024)**

The development will meet high architectural quality and design treatments, while reduce the need to own cars, thereby promoting use of sustainable modes of transportation and encouraging social and economic exchange.

Staff is satisfied that the proposed development is consistent with the policies of the Brampton Plan.

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

The subject property is designated "Central Area Mixed Use" in the Queen Street Corridor Secondary Plan (SPA 36).

Pursuant to policy 5.1.2.1 lands designated "Central Area Mixed-Use" are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. Further, a maximum floor space index of 3.5 and 2.0 for residential uses is permitted as per policy 5.1.2.2, where the application is seeking an increase to the FSI to 8.13 for the overall development through a site-specific zoning by-law amendment.

The proposal seeks to permit a mixed-use development consisting of three phases, comprises of two residential towers of 55 and 50 storeys and a retirement home building of 20 storeys connected by a 5-storey podium. The gross floor area proposes 81,000.00 square metres, 496

square metres of retail, 886 and vehicle parking space, respectively. The proposed amenity area contemplates:

- Residential Buildings Indoor - 2,040.70 m<sup>2</sup>, outdoor - 2,345.30 m<sup>2</sup>
- Retirement Home Indoor - 2,106.20 m<sup>2</sup>, outdoor - 1,626.10m<sup>2</sup>

The proposal promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area.

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

5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. The City shall encourage a mix of uses within each proposed development, including active commercial uses at-grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term.

5.1.2.2 The Maximum Floor Space Index (FSI) which is generally permitted within the Central Area Mixed-Use designation is 3.5, with a maximum of 2.0 FSI permitted for residential uses. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 FSI with 1.0 FSI permitted for residential uses. The Primary Office Node designation southwest of Highway Number 410 and Queen Street as referenced in policy 5.1.3.1 is subject to an overall maximum FSI of 5.0 with a maximum of 2.0 FSI permitted for residential uses. Specific density allocations for specific areas of the Mixed-Use designation are set out in Table 1. An increase beyond the maximum density specified above shall require a site specific rezoning application as specified in policy 5.1.1.4

5.1.2.3 Lands straddling Queen Street between the Etobicoke Creek and Highway Number 410, at the southwest and southeast quadrants of Highway Number 410 and Queen Street East, on the south side of Queen Street East, between West Drive and Norton Lake Park, and surrounding the perimeter of the Bramalea Centre, extending eastward to Bramalea Road, which are designated Central Area Mixed-Use on Schedule SP36(A), are considered suitable for mixed-use redevelopment. In these areas, residential uses will be encouraged, and sufficient street-related retail and commercial uses shall be provided to contribute to a vibrant commercial corridor along Queen Street.

5.1.2.4 There are historical low-density and highway commercial developments located along the Queen Street East corridor that are designated Central Area Mixed-Use that have the potential to hinder the City's ability to achieve the planning objectives for the area. The intent of

this Plan is for the corridor to transform into a higher-density, mixed-use, transit-oriented, bicycle and pedestrian-friendly corridor. The policies contained in Section 9 of this Plan are intended to manage the transition within this portion of the Corridor and ensure existing uses may continue without compromising the full transformation of this important corridor into a vibrant, mixed-use centre.

7.1 The Queen Street Corridor Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Etobicoke Creek Central Branch. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

7.2 New development within the Queen Street Corridor Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

1.3.1 The primary elements of building massing are height and setbacks. Subject to the formulation of the District Design Guidelines, these characteristics will be determined on a site-specific basis through the application of land use densities, parking standards and setback specifications.

1.3.2 To promote human-scale development, a general setback angle will apply to buildings which face public streets where no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of the designated public street right-of-way forming the frontage of the property. On narrow streets where the right-of-way is 26 metres (85 feet) or less, the height of the building wall facing the street will be limited to three storeys and the higher floors will be stepped back 6 metres (20 feet). Setback provisions that ensure human-scale development and adequate sunlight penetration shall also be established where the rear property line abuts residential development.

1.5.1 Site design shall take into account efficient vehicular circulation, including internal site movement, interconnectivity between sites, access and the relationship to the overall transportation network for the Secondary Plan Area.

1.5.2 Site design shall take into account the efficient provision of transit facilities including bus bays, transit stops, shelters and other weather protection features, efficient pedestrian connections to transit facilities, and the relationship to the overall transportation network for the Secondary Plan Area

The development proposal is appropriate for the emerging planned land use context and evolving character of the Queen Street Corridor Plan, which also considers the adjacent and existing low density industrial uses, and how such uses may transition over time to a new mix of residential, employment and commercial uses. It also promotes the character of Queen Street as a strong pedestrian and transit environment.

Staff is satisfied that the proposed development conforms to the Queen Street Corridor Secondary Plan.

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

The proposal promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of

the Greater Toronto Area.

Staff is satisfied that the proposed development conforms to the Queen Street Corridor Secondary Plan.

### **Zoning By-Law**

The subject property is zoned 'Commercial C3'- Special Section 416 as per City of Brampton Zoning By-Law 270-2004 as amended. A site specific by-law is required to permit the proposed high-rise mixed-use development. The By-law will include site-specific provisions to create the appropriate development standards for the development.

### **Analysis - Zoning By-Law**

An Amendment to the Zoning By-law is required to facilitate the proposed high-density, mixed-use development. The proposed zoning amendment includes specific provisions for appropriate building setbacks, tower separation, podium height, and building heights. The applicant has proposed a site-specific zone to permit the requested use. The Special Section refer to unique provisions within the by-law that only apply to the land under development.

The Special Section is as follows:

- Commercial (C3) – Section XXXX (C3-XXXX)

This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

### **Technical Studies**

The following technical requirements have been satisfied:

#### **Planning Justification Report**

A Planning Justification Report was prepared by ARCADIS dated May 28, 2024. A Planning Justification Report Addendum was prepared by ARCADIS dated April 22, 2025. and submitted to the City to provide planning rationale for the development, and to outline how the proposal is consistent with and conforms to with required provincial, regional and municipal plans and applicable laws. The report and its addendums conclude that the objectives of the PPS, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning in the public interest. Planning staff have evaluated this study and have found it satisfactory.

#### **Functional Servicing and Stormwater Management Report**

A Functional Servicing Report (FSR) was prepared by Greck and Associates Limited, dated May 30, 2024 in support of this application. A revised Functional Servicing Report (FSR) was prepared by Greck and Associates Limited, dated April 22, 2025 in support of this application.

As the report proposes to discharge the site's stormwater to a connection within Queen Street East, a Regional owned Right of Way, we defer to the Region of Peel for review and approval of the storm servicing and stormwater management proposed therein. Therefore, we have no further comments. The Region has reviewed the FSR and has no further comments at this time.

### **Urban Design Brief**

An Urban Design Brief was prepared by FORREC dated April 30, 2024. The brief provides an overview of how the development proposal meets the principles set out in the City's Development Design Guidelines. Urban design staff have provided clearance on the urban design brief and have no further comments at this time.

### **Traffic Impact Study**

A Traffic Impact Study was prepared by WSP dated May 28, 2024. An Addendum to the Traffic Impact Study was prepared by WSP dated December 12, 2024. The study provides an assessment of traffic, the proposed new municipal roads and development impacts. A revised study is required. Staff have cleared the Traffic Impact Study as it has been found to be acceptable.

### **Noise/Acoustical Report**

The Noise Control Feasibility Report was prepared by RWDI dated November 10, 2023. A revised Noise Impact Study was prepared May 7, 2024 to assess the road traffic, aircraft noise and the existing industrial uses in the immediate area. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report. The Noise Report also recommended the Class 4 Noise Designation in order to facilitate the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report and found the Class 4 Noise Designation recommendation to be in accordance with MECP Standards:

The NPC (Noise Pollution Criteria)-300 classifies noise sensitive receptors by class, prior to the introduction of Class 4, the classes of receptors are as follows:

Class 1 – Urban Areas

Class 2 – Suburban/Semi-Rural Areas

Class 3 – Rural Areas The introduction of Class 4 in 2013 by the Ministry of Environment is targeted for infill areas and is intended to allow for residential infill and redevelopment in proximity to existing stationary noise source, such as industry. This designation allows for additional 10dBA at the plane of window for daytime, evening and night-time. It should be specified that a Class 4 noise area is defined as “an area of specific site that would otherwise be defined as Class 1 and Class 2 and which: • Is an area intended for development with new noise sensitive land use(s) that are not yet built; • Is in proximity to existing lawfully established stationary sources; and • Has formal confirmation from the land use planning authority with the Class 4 Noise Area classification which is determined during the land use planning process.”

Development Engineering staff reviewed the Noise Report that has been submitted by the applicant in support of this development application and find it to be in accordance with MECP Standards, cleared the report and have no further comments.

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

A Phase One and Phase Two - Environmental Site Assessment was prepared by Big Consulting Inc. dated June 23, 2023. The purpose of the study was to identify any potential environmental concerns associated with the site. The Phase One Environmental Site Assessment (ESA) conducted on the subject property identified several Potentially Contaminating Activities (PCAs) on and in the vicinity of the proposed development site, contributing to Areas of Potential Environmental Concern (APEC) on the site. Based on the Phase One ESA findings, a Phase Two ESA was recommended. Subsequently, a Phase Two ESA was conducted on the subject property to investigate the APECs identified on the site during the Phase One ESA. The Phase Two investigation concluded that no exceedances of the applicable standards (Table 2 Ministry of Environment and Climate Change publication "Soil, Ground Water and Sediment Standards for Use Under Par XV.1 of the Environmental Protection act" for residential/parkland/institutional) were found, in the soil and groundwater samples analyzed. A revised Phase One Environmental Site Assessment was prepared by Big Consulting Inc. dated March 8, 2024. A revised Phase Two Environmental Site Assessment was prepared by Big Consulting Inc. dated May 31, 2024. Staff provide clearance with respect to the ZBA/OPA, subject to the following conditions:

- A Record of Site Condition (RSC) (covering the entire development area) must be filed with the Ministry of Environment, Conservation and Parks (MECP), to support the proposed development (residential use) at the property, prior to Site Plan Approval or registration of the subdivision.
- A RSC is also required for all land conveyances (including roads) to the City.

#### **Arborist Report**

An Arborist Report was prepared by Davey Resource Group. The Open Space department have reviewed the Arborist Report and have found the document to be satisfactory.

#### **Sustainability Score and Summary**

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 44 points which satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.

#### **Wind/ Microclimate Study**

A pedestrian Wind Study has been prepared by ERDW dated November 17, 2023. To consider wind mitigation measures through the design features of the proposed development's massing and landscape design. Urban Design staff have reviewed the study and have no further concerns with respect to the Wind Study.