

Information Summary

Notwithstanding the information summary provided below, staff advises that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2014), conformity with the Growth Plan for the Greater Golden Horseshoe (2017), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the Planning Act. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- h) the orderly development of safe and healthy communities;
- j) the adequate provision of a full range of housing, including affordable housing;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians
- 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

Provincial Policy Statement, 2020

The proposal will be reviewed for its compliance with matters of provincial interest as identified in the Provincial Policy Statement (PPS). A preliminary assessment of the PPS sections applicable to this application include, but are not limited to:

- Policy 1.1.1 – Healthy, liveable and safe communities are sustained by:
 - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional

- (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- Policy 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

- Policy 1.1.3.1 Settlement areas shall be the focus of growth and development.
- Policy 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d) prepare for the impacts of a changing climate;
 - e) support active transportation;
 - f) are transit-supportive, where transit is planned, exists or may be developed;

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- Policy 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing

building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Growth Plan for the Greater Golden Horseshoe (2019)

The subject lands are located within the “Built-Up Area” as defined by the 2019 Growth Plan for the Greater Golden Horseshoe. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification.

The Growth Plan sections applicable to this application include, but are not limited to:

- Policy 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:
 - a) the vast majority of growth will be directed to settlement areas that:
 - I. have a delineated built boundary;
 - II. have existing or planned municipal water and wastewater systems; and
 - III. can support the achievement of complete communities;
 - b) growth will be limited in settlement area that;
 - I. are rural settlements;
 - II. are not serviced by existing or planned municipal water and wastewater systems; or
 - III. are in the Greenbelt Area;
 - c) within settlement areas, growth will be focused in:
 - I. delineated built-up areas;
 - II. strategic growth areas;
 - III. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - IV. areas with existing or planned public service facilities;
 - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
 - e) development will be generally directed away from hazardous lands; and
 - f) the establishment of new settlement areas is prohibited.
- Policy 2.2.1.4 Applying the polices of this Plan will support the achievement of complete communities that:
 - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
 - c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d) expand convenient access to:
 - I. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - II. public service facilities, co-located and integrated in community hubs;
 - III. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - IV. healthy, local, and affordable food options, including through urban agriculture;
 - e) provide for a more compact built form and a vibrant public realm, including public open spaces;
 - f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
 - g) integrate green infrastructure and appropriate low impact development.
- Policy 2.2.4.3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:
 - a) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
- Policy 2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as joint development projects;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.
- Policy 2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
- Policy 2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit

residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Region of Peel Official Plan

The subject application is within the “Urban System” area as established in the Regional Official Plan, and in proximity to the Regional Intensification Corridor (Conceptual). As per Schedule G – Rapid Transit Corridors, Steeles Ave W is identified as an “Other Rapid Transit Corridor” and the site falls within a Mobility Hub – Gateway.

The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include, but are not limited to:

- Policy 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- Policy 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.
- Policy 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- Policy 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.
- Policy 5.5.3.2.2 Facilitate and promote intensification
- Policy 5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, node and major transit station areas and any other appropriate areas within the built-up area.
- Policy 5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.
- Policy 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.
- Policy 5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.

City of Brampton Official Plan

The properties are designated “Residential” in the Official Plan. The “Residential” designation permits predominantly residential land uses, including a full range of dwelling types ranging from single detached houses to high-rise apartments, and some complimentary uses. As per Schedule 1 – City Concept it is designated Communities

and is located within the Gateway Mobility Hub centred at Hurontario and Steeles, and along the Steeles Ave Primary Intensification Corridor.

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

- Policy 3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:
 - Accommodate a significant portion of population and employment growth;
 - Provide a diverse and compatible mix of land uses, including residential and employment uses;
 - Provide high quality public open spaces;
 - Support transit, walking and cycling for everyday activities;
 - Develop in a compact form that will efficiently use land and resources,
 - Optimize the use of existing and new infrastructure and services;
 - Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
 - Achieve an appropriate transition of built form to adjacent areas.
- Policy 3.2.5.1.1 Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.
- Policy 3.2.5.1.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12.
- Policy 3.2.5.1.2 Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.
- Policy 3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.
- Policy 3.2.6.1 Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed

massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6.

- Policy 3.2.6.1 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.
- Policy 3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.
- Policy 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.
 - SPA 55 Hurontario-Main Corridor Secondary Plan is an old Secondary Plan Area subject to the old housing and density categories of the official plan
 - Apartment or High Density Category, maximum density is 76-198 units/net hectare or 31-80 units/net acre
 - Permitted housing types are elevator apartments
- Policy 4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.
- Policy 4.2.1.6 Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area
- Policy 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.
- Policy 4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and urban Design section of this Plan.
- Policy 4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.
- Policy 4.5.4.24 The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province’s

“Transit Supportive Land Use Planning Guidelines” to ensure transit and pedestrian oriented forms of development.

- Policy 4.11.2.1.2 Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:
 - Communicate the image and character of the community;
 - Reinforce the street network and enhance special community roads (primary streets);
 - Promote an urban relationship between built form and public spaces;
 - Enhance the daily experience of the residents and visitors;
 - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
 - De-emphasize the importance of the car/garage on the streetscapes;
 - Promote Sustainable Management Practices to address water quality, including minimizing impervious cover; using “at source controls” and infrastructure that is environmentally friendly; and,
 - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime
- Policy 4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.
- Policy 4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.
- Policy 3.11.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.

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

The Hurontario-Main Corridor Secondary Plan (Area 55) replaced portions of the Brampton South Secondary Plan (Area 16), Brampton East Industrial Secondary Plan (Area 17) and the Fletcher’s Creek South Secondary Plan (Area 24) as amended. The subject property is designated “Mixed use One” in this Secondary Plan. This designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. It represents lands that will have the highest densities in the Secondary Plan area. A

maximum density of 4.0 FSI (Floor Space Index) and building height of 78.0 metres (25 storeys) is permitted. Per Section 5.1.1 of the Secondary Plan, proposals for a density and/or building height greater than the maximum permitted require justification for the increase as part of a zoning by-law amendment; however, they do not require an official plan amendment.

The portion of the site that fronts Steeles Ave W is designated for “Commercial or Institutional Frontage” per Appendix B. The minimum ground floor height should generally be 4 metres for all new buildings required to have commercial or institutional frontages. This portion of Main St S is also designated “Continuous Street Wall (95%)” per Appendix C, meaning that the continuous street wall (building facade along the street) must achieve a minimum of 95% of the length of the front lot line. The building must be built at the Street Line (0 metre setback), with an additional setback of at least 2.5m required above the podium for this stretch of Main St S (Appendix D).

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

- Policy 5.1.1 Density
Higher densities will be designated in key locations along the Corridor, in proximity to the transit stops near the intersection of Hurontario Street with Steeles Avenue, Sir Lou Drive and County Court Boulevard. This will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations and increases the likelihood that people will use higher order transit, which, in turn, will improve the efficiency and frequency of the transit system. Accordingly, the densities permitted under the various designations in the following sections recognize the varying characteristics along the Corridor
 - I. Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.
- Policy 5.2.2 High Density One
The land designated High Density One fronting Steeles Avenue West on the west side of the Shoppers World site includes the existing Kaneff apartment complex that is located in proximity to the key Steeles Avenue - Hurontario Street node. Notwithstanding Section 3.2.6.2 of the Official Plan the following policies shall apply within lands designated High Density One:
 - I. Densities should not exceed 4.0 FSI
 - II. Building height should not exceed 78.0 metres (25 storeys)
- Policy 5.9.4.1
 - I. New development and redevelopment shall support a pedestrian scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stops, services and other desirable destinations

- II. New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks.
 - III. Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.
- Policy 5.9.6 Parking
 - I. Parking structures, underground parking and side-street parking will be encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings, where the side edge of the building does not front a street. There will be no parking between a building and Hurontario/Main Street or at intersections;
 - II. Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;
- Policy 5.11.1 Design
 - I. All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;
 - II. Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;
 - III. Designated as a Main Street Primary Corridor in the Official Plan, the Hurontario/Main Street Corridor will receive the highest level of design treatment followed by the Primary Corridor designation on Steeles Avenue;
 - IV. Development shall be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area in accordance with Appendix E and the guidelines for Green Connectors provided in the Hurontario/Main Street Corridor Master Plan;
 - V. Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;
- Policy 5.11.2 Place-Making
 - I. Development within the Secondary Plan Area shall meaningfully contribute to the character and quality of the different Character Areas

(Appendix A) in order to foster community spirit and build civic pride and identity, through design and integration of the built form and public realm as part of a participatory design process;

III. Growth shall facilitate place-making by providing public art and cultural venues that provide a sense of identity. Multi-functional public oriented/accessible spaces including public and private squares and plazas will be created in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (2010). Together with the City's parks, this will contribute to a cohesive transitional mixture of urban and open space along the corridor;

- Policy 5.11.5 Streets and Streetscapes
 - I. Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.
- Policy 5.15 Bonusing

Height and density bonusing in accordance with Section 37 of the Planning Act and Section 5.12 of the Official Plan may be granted to developers for providing public benefits that may not be required already as part of this Plan or as part of the site plan process, such as affordable housing, public space and art, structured and below grade parking, or transit facilities, provided that the overall benefit exceeds the costs associated with permitting taller or higher density buildings.

Zoning By-law

The subject site is zoned "Residential Apartment A(3) Holding Zone – Section 2532" in Zoning By-law 270-2004, as amended. This zone permits an apartment dwelling and certain institutional and commercial uses. The maximum number of residential units cannot exceed 269 in this zone, and building height cannot exceed 12 storeys. The proposed 40-storey high-rise development containing 449 residential units is not permitted under this zone. An amendment to the Zoning By-law is required to permit this development.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. This application has a Sustainability Score of 44, which meets the City's bronze standard.

Documents Submitted in Support of the Application

- Sustainability Score and Summary
- Archaeological Assessment
- Urban Design Brief
- Tree Inventory and Preservation Plan

- Traffic Impact Study
- Tertiary Plan
- Survey
- Planning Justification Report and Public Consultation Strategy
- Phase One Environmental Site Assessment
- Parking Study
- Functional Servicing Report
- Draft Zoning By-law Amendment
- Cover Letter
- Concept Plan
- Acoustical Report