

PREPARED FOR:  
Bristol Place Corp.

SEPTEMBER

2021

# PLANNING BRIEF

199, 203, 205, 207, 209, 219 +  
221 Main Street North

34, 38, 42 + 44 Thomas  
Street

4 Market Street

199, 203, 205, 207, 209, 219, and 221 Main Street North;  
34, 38, 42, and 44 Thomas Street; and  
4 Market Street.

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## 1.0 Introduction



This Planning Brief has been prepared in support of a request for a Minister's Zoning Order by Bristol Place Corp. (a company of Solmar Development Corp.) for lands in the City of Brampton's Downtown (the subject site), as shown on **Figure 1**.



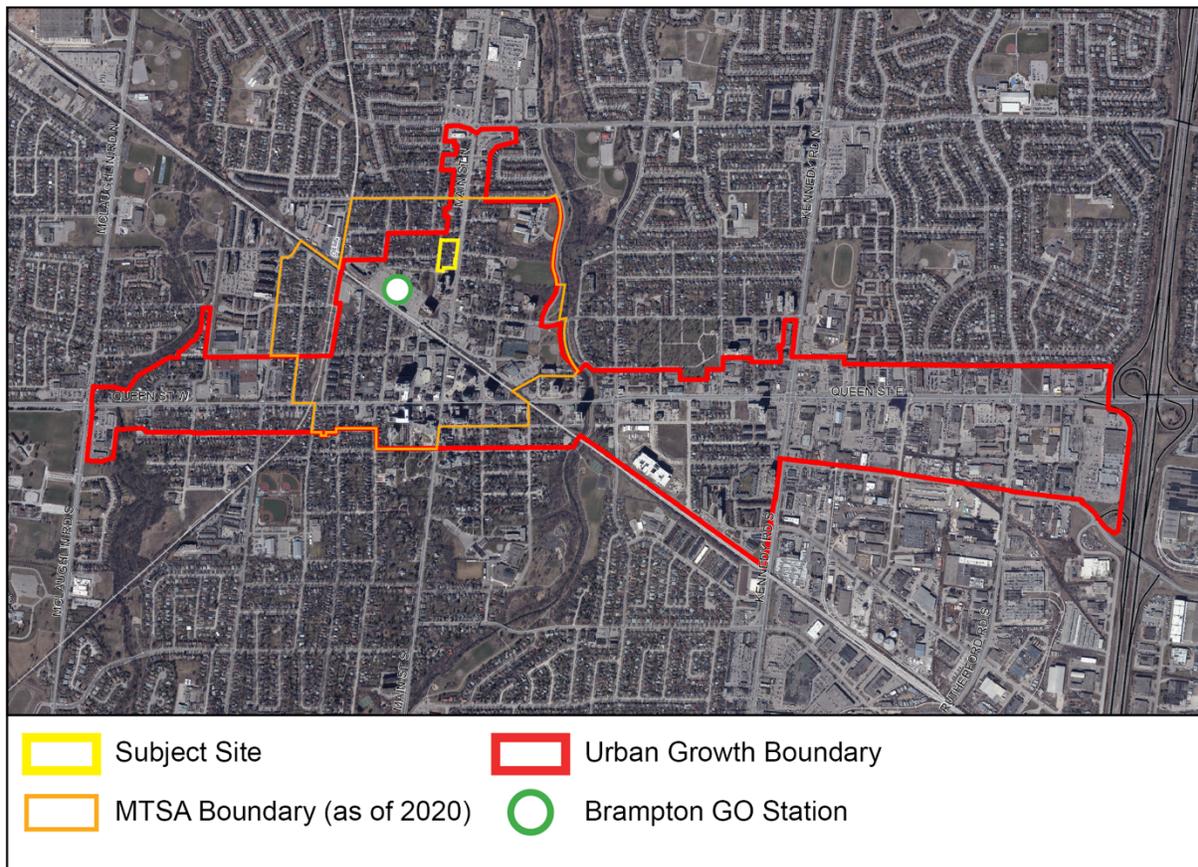
**Figure 1: Aerial Context**

199, 203, 205, 207, 209, 219, and 221 Main Street North;  
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4 Market Street.

The subject site includes the following properties:

- 199, 203, 205, 207, 209, 219, and 221 Main Street North;
- 34, 38, 42, and 44 Thomas Street; and
- 4 Market Street

The subject site is uniquely situated in the heart of the City's Downtown, a vibrant area with access to a broad range of uses including retail, parks, offices, community uses and services. The Downtown is identified as an Urban Growth Centre (UGC), and portions are within the draft Brampton GO Station Major Transit Station Area (MTSA), as shown on **Figure 2**, as currently delineated by the Region of Peel.



**Figure 2: Brampton Urban Growth Centre and Major Transit Station Area**

As shown on **Figure 2**, the subject site is located within both the City's UGC and the draft Brampton GO Station MTSA. This location represents a strategic growth area that

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is meant to accommodate the highest densities within the City of Brampton, as directed by Provincial, Regional and Local policies.

Consistent with the direction provided in applicable Provincial policy documents (PPS 2020 and Growth Plan 2020), the Owner is proposing two mixed-use, 48-storey towers on the subject site. The subject site is proposed to be built up with two separate podium structures, ranging in height from 4 to 6 storeys with two point towers rising above. Both towers are setback from the edge of the podium structures to minimize shadowing on the public realm.

Supporting the vibrancy of the downtown, the proposal also incorporates a Privately-Owned Public Accessible Space (P.O.P.S) between the podiums that provides a pedestrian connection from Main Street North to Thomas Street. Vehicular access will be provided from Thomas Street, minimizing traffic impacts along Main Street North, which functions as the Downtown's main north-south spine for vehicular and transit traffic.

The proposal also includes at-grade retail space fronting onto Main Street North, further animating the public realm and providing existing and future residents access to their daily needs. In addition, a daycare space is proposed along Thomas Street within the podium, providing an essential community service for the residents of this future development, as well as the broader community.

The Minister's Zoning Order would establish the zoning and site plan tools required to permit the proposed mixed-use development on the subject site, as described in greater detail within this brief.

The purpose of this Planning Brief is to provide an overview of the proposed development, as well as a summary of the many benefits associated with the potential enactment of a Minister's Zoning Order for the subject site.

## 2.0 Planning Context



### 2.1 Planning Framework

This section of the Brief summarizes the current policy framework that applies to the proposed development, including relevant planning policies at the Provincial, Regional and municipal levels.

#### **Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS) provides direction to the land use planning process and development related to matters of provincial interest. The PPS sets the policy foundation for the development and use of land while protecting resources of Provincial interest, public health and safety, as well the natural and built environment.

The PPS provides policy direction related to managing and directing land use patterns (PPS 1.1.1) such as requiring efficient development land use patterns, accommodating an appropriate range and mix of housing, as well as the integration of land uses with transit infrastructure. The PPS directs that land use patterns in Settlement Areas shall be based on densities and a mix of land use that efficiently use land, resources, infrastructure, support active transportation, and are transit supportive (PPS 1.1.3.2). Further, the PPS directs that planning authorities should also promote opportunities for transit oriented development that can accommodate a significant supply of housing through intensification, such as within a UGC and an MTSA (PPS 1.1.3.3). The PPS also notes that new development in strategic growth areas should have a compact form, mix of uses and densities to allow for efficient use of land, infrastructure and facilities (PPS 1.3.6, 1.6.6). Section 1.6 of PPS states that density and a mix of uses should be promoted to minimize the number of trips and support both current and future transit as well as active transportation.

In relation to housing, the PPS also provides extensive policy direction for providing an appropriate range of housing options and densities that can accommodate, at minimum, a planning horizon of 15 years (PPS 1.4.1 a)).

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## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

The Growth Plan provides a policy framework for building strong, prosperous communities within the region. The latest Growth Plan sets out a long-term framework for how and where the region will grow with a growth horizon to year 2051.

Section 2.2.1 Managing Growth provides policy direction for how settlement areas will grow. Policy 2.2.1.2 c) states that within Settlement Areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit with priority on higher transit, and areas with existing or planned public services facilities. The subject site is located within a strategic growth area, Downtown Brampton, within an identified UGC and a draft proposed MTSA served by higher order transit and numerous services. This area, more than any other area in the City of Brampton, is poised to accommodate significant density.

In supporting the development of healthy communities, the Growth Plan states that complete communities shall “provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;” (Growth Plan 2.2.1.4 c). Downtown Brampton continues to grow into a complete community with diverse range of amenities, but requires additional density to meet Provincial density targets as well as the provision of additional housing.

The Growth Plan also provides specific growth and intensification targets for strategic growth areas such as UGCs. The Growth Plan states that UGCs will be planned as focal points for investment of infrastructure, transit, employment centres as well as accommodating a significant portion of population and employment growth (Growth Plan 2.2.3.1). The Growth Plan provides a specific minimum density target of 200 residents and jobs combined per hectares by 2031 or earlier for the Downtown Brampton UGC.

Building on Urban Growth Centres policies of the Growth Plan, Policy 2.2.4.3 c) states that Major Transit Station Areas along portions of the GO Transit rail network that are identified as priority transit corridors will be planned to achieve a minimum density of 150 residents and jobs combined per hectare.

Further, Policy 2.2.4.9 provides that development within Major Transit Station Areas will be supported by a diverse mix of housing supported by transit, and prohibit both land uses and built forms that would adversely affect the achievement of transit-supportive densities.

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## Region of Peel Official Plan, Office Consolidation December 2018

The Region of Peel Official Plan was approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996, and since then many amendments have been made to keep the document consistent with and in conformity with evolving Provincial policies.

The Region of Peel has experienced high levels of growth in recent years, and the Region of Peel Official Plan (the Regional Plan) provides a long-term policy framework for guiding growth and development within each municipality. The Regional Official Plan is currently undertaking a Municipal Comprehensive Review (Peel 2051 Official Plan Review) to update their policy language and direction in accordance with updated Provincial policies.

The in-effect Region of Peel Official Plan identifies the subject site as being within the Urban System, and more specifically, within the City of Brampton's Conceptual Urban Growth Centre, refer to **Figure 3**. The Urban System consists of lands within the 2031 Regional Urban Boundary. The Region of Peel Official Plan directs both urban development and redevelopment to the Urban System in accordance with the growth management policies of the Plan.

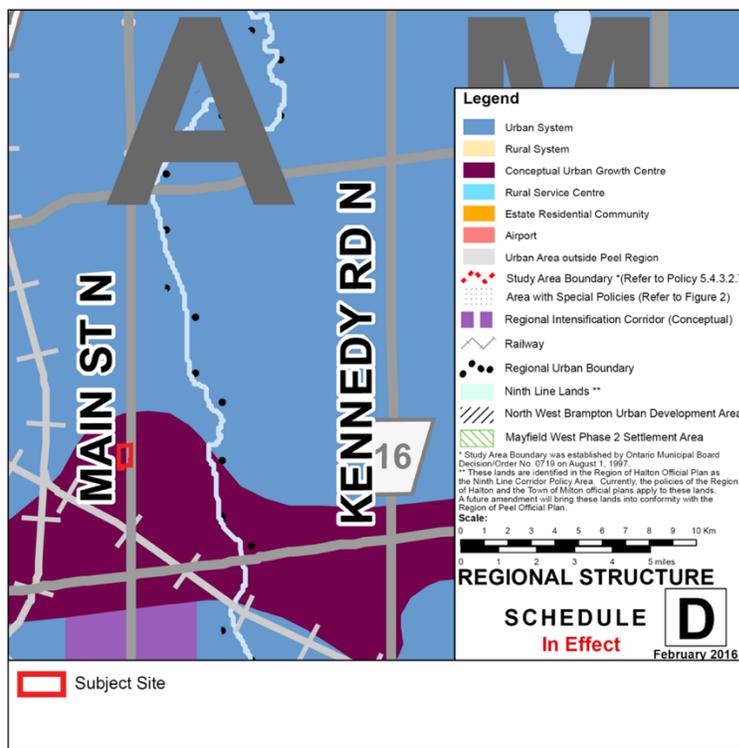


Figure 3 Regional Structure

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The Regional Plan states that Urban Growth Centres are major locations for intensification that are intended to include compact forms of development with the intent to create complete communities with a mix of housing, employment, recreation, entertainment, civic, and cultural activities.

Key objectives for the Urban Growth Centres include:

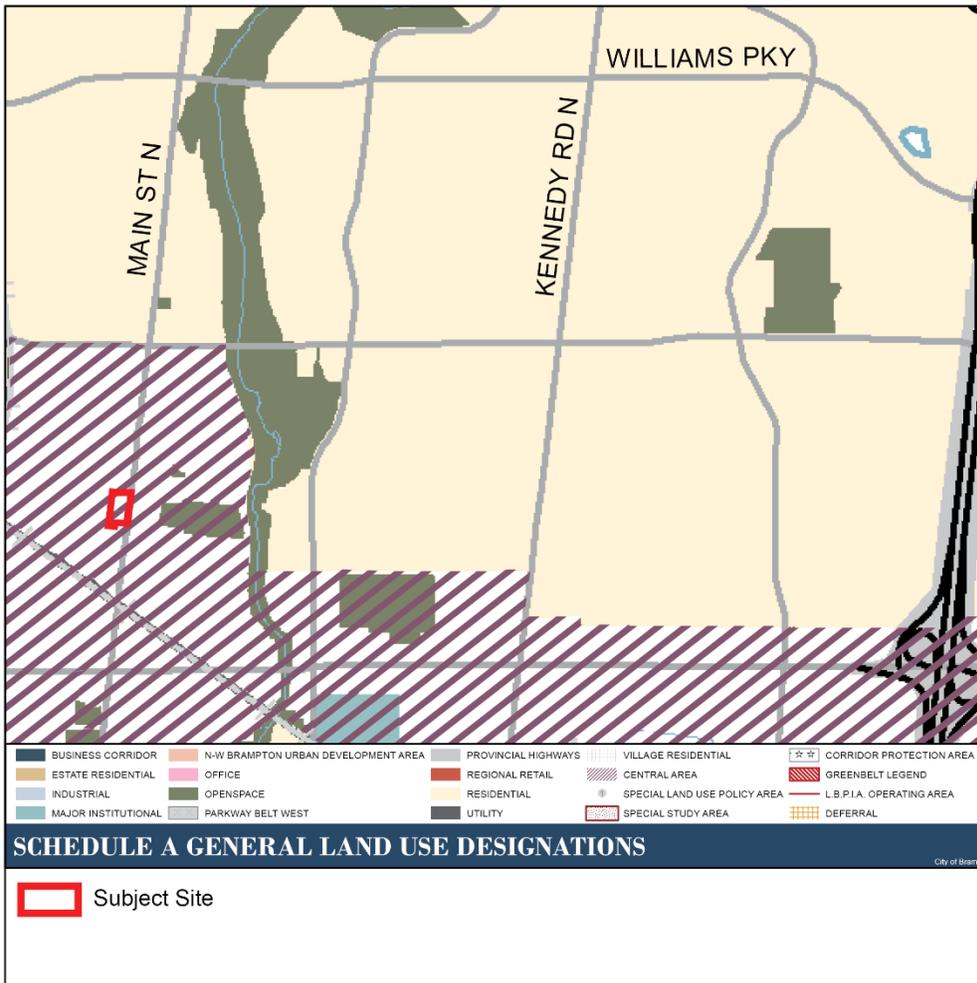
- Support UGCs that are linked by public transit, and include a range and mix of high intensity compact forms and activities while considering the characteristics of existing communities and services (Peel Official Plan 5.3.3.1.1);
- Support safe and secure communities, public transit, walking and cycling (Peel Official Plan 5.3.3.1.2); and
- Achieve a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier (Peel Official Plan 5.3.3.1.4).

#### **City of Brampton Official Plan, Office Consolidation September 2020**

The City of Brampton's Official plan was adopted by City Council in October 2006, and approved by the Ontario Municipal Board in October 2008. The City is in the process of preparing a new Official Plan, and as such, the applicable Secondary Plan policies are based on an older framework that need to be updated to be consistent with and conform to Provincial policies.

The subject site is identified as being within the Central Area designation and the Official Plan acknowledges that a significant portion of the Central Area is within an UGC as defined by the Province, as shown **Figure 4**.

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**Figure 4: City of Brampton General Land Use Designations**

The Official Plan states that UGC's are regionally significant and able to accommodate new population and employment growth, and will be planned to achieve a minimum gross density of 200 people and jobs combined per hectare (OP 3.2.3, 3.2.3.2). In addition, the Official Plan acknowledges that the Metrolinx Regional Transportation Plan designates the Downtown GO Station as an Anchor Mobility Hub, having interregional importance across the GTA. The Official Plan directs that the UGC will be the priority for transit-supportive densities and built form designed to be pedestrian friendly (3.2.3). In addition, the Official Plan prescribes that development within a MTSA shall be designed to achieve a Floor Space Index of 1.4 over the entire MTSA, within buildings of 3 to 10 storeys, resulting in a maximum density of approximately 100 units per net residential hectare.

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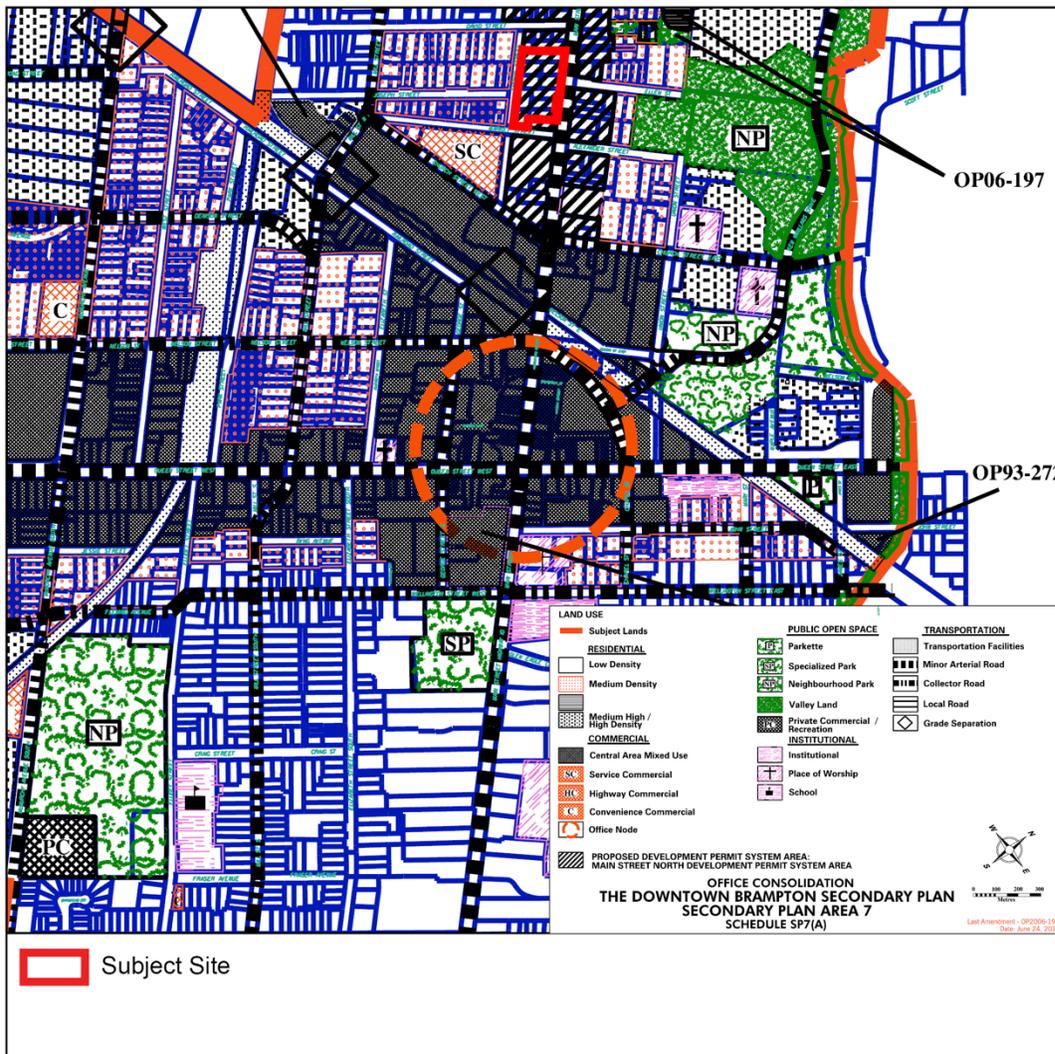
### **Downtown Brampton Secondary Plan**

The Downtown Brampton Secondary Plan sets a policy framework for a mixed use area that will function as an urban district of the City with access to housing, shopping, parks, community facilities, offices, retail, and transit. This Secondary Plan was approved over 25 years ago, and reflects a policy framework that is not consistent with the planned densities as directed by Provincial policy.

The Downtown Brampton Secondary Plan designates the subject site as Low Density and as being within the Proposed Development Permit System Area: Main Street North Development Permit System Area, as shown on **Figure 5**.

As a result of the outdated nature of the existing Secondary Plan, the City has initiated the process to establish a new “Integrated Downtown Plan” to implement the direction of the “Brampton 2040 Vision”. In addition, Brampton Council has recently given City Staff direction to eliminate height restrictions in the Downtown area.

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**Figure 5: Downtown Brampton Secondary Plan Secondary Plan Area 7 Schedule SP7(7)**

The Secondary Plan provides that lands designated Low Density shall be developed to a maximum of 35 units per net residential hectare, which does not reflect the latest Provincial policies for UGC's and MTSA's particularly for a site within 200 metres of a major transit station. The Proposed Development Permit System Area: Main Street North Development Permit System Area does permit an increase in height provided it supports the overall goal and objectives of the City. Both of these policy documents are out of date and not considered relevant.

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## **2.2 Summary of Planning Framework**

Since the approval of the Brampton Official Plan and Downtown Brampton Secondary Plan, new Provincial policies have been implemented in the form of a new a Provincial Policy Statement in 2020 and a new and amended Growth Plan for the Greater Golden Horseshoe 2020, as discussed above.

These new and updated Provincial policy documents emphasize the importance of providing for a range of housing to meet core housing need and market demand as well as the need to plan for higher densities along transit corridors. The policies require growth to be focused in strategic growth areas (intensification areas), and in locations where there is existing or planned transit. Within these strategic growth areas, the policies also require municipalities to increase the supply and range of housing options.

It is our understanding that the Province has implemented these new policies as part of a suite of measures to increase the supply of housing and to promote the efficient and speedy construction and delivery of housing. Collectively, these Provincial policies and measures compliment and reinforce the Owner's desire to accommodate high density residential development on the subject site, as outlined in greater detail in the description of the development concept in the following section.

As discussed, the proposed development represents a transit oriented development within an UGC and MTSA within Downtown Brampton, on a site suitable to accommodate a high-density mixed-use development. The subject site is appropriate, shovel-ready, and provides an opportunity for a range of housing, as well as appropriate density to capitalize on its strategic location.

### 3.0 Proposed Development



The proposed development contemplates two 48-storey mixed-use towers, each with its own podium. Both mixed-use towers are situated on a 6-storey podium along Main Street North, that stepback to the point tower and transitioning to a 4-storey podium along Thomas Street.

The podiums are designed to extend along Main Street North, creating a prominent element of built form that will contribute to the desired “street wall”, while also creating a comfortable and vibrant public realm with at-grade non-residential uses. The proposal also includes a Privately-Owned Public Accessible Space (P.O.P.S) functioning as central courtyard between the podiums, while providing a pedestrian connection from Main Street North to Thomas Street. Further, the podiums are designed to have direct access to the public realm and the proposed P.O.P.S enabling at grade uses to spill over into the public realm, further animating the space.

In total, the proposed development would yield 1,129 residential units of a variety of sizes, along with sufficient parking spaces to accommodate the demand, while also being at a rate that is low enough to encourage both transit and active transportation.

The proposed development concept has been designed and organized to be compatible with the existing residential uses in the area, through building location and stepbacks, while acknowledging that the area is poised to evolve into a transit oriented community in light of the UGC designation and the planned MTSA.

Access to the proposed development will be provided from Thomas Street, minimizing traffic along the Main Street North, which functions as the Downtown’s north-south spine. In addition, the proposal also includes a large amount of non-residential at grade space within the podiums, further animating the public realm and providing existing and future residents access to their daily needs. A daycare space is also proposed in the podium along Thomas Street, providing an essential service for the community.

Key development statistics for the proposed development concept are contained within **Table 1**.

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<b>Table 1: Key Proposed Development Statistics</b>				
	<b>Building A</b>	<b>Building B</b>	<b>Total</b>	
Site Area			0.70 ha	
FSI			10.9	
Height			144 m	
Storeys	3, 6, and 48	3, 6, and 48		
Gross Floor Area	36,829 m <sup>2</sup>	39,524 m <sup>2</sup>	76,353 m <sup>2</sup>	
Residential Units	547 units	582 units	1,129 units	
Residential Suite Breakdown				
	1BR	273	290	563
	2BR	270	288	558
	3BR	4	4	8
Parking	526	566	1,092	
Amenity	564 m <sup>2</sup>	743 m <sup>2</sup>	1,307 m <sup>2</sup>	

The proposed development is envisioned to be an attractive addition to Brampton's Downtown while creating a landmark development within the UGC and MTSA. This development is designed to promote high quality architecture within the Downtown, and will use of high quality building materials, the incorporation of a terraced design, and the simple lines created through the balcony and window breaks will create a vertical rhythm and visual interest contributing to the Downtown's skyline.

## 4.0 Benefits of Proposed Development



The enactment of a Minister's Zoning Order for the subject site would have the effect of generating positive benefits within the City of Brampton and the Downtown community at large. These benefits include the provision of housing in a compact and efficient manner, the promotion of transit use within both a UGC and MTSA served by higher order transit, and the provision of housing on a shovel-ready development site.

### Housing and Compact Development

- The proposed development will achieve the Provincial (PPS and Growth Plan) and Regional polices of facilitating a diverse housing market through providing a mix of housing choices that will meet the evolving needs of the City (refer to **Table 1**);
- The proposed compact buildings will provide 1,129 new residential units within a strategic growth area, identified as both an Urban Growth Centre and within the Region of Peel's draft Brampton GO Station Major Transit Station Area, which will assist both the Region and the City in achieving their density targets;
- The additional housing will aid in enhancing the viability and vitality of Downtown Brampton;
- The compact nature of the proposed development and layout is designed to emphasize livability through walkable green spaces, access to multiple forms of transit, services, and amenities;
- The compact urban form and mix of uses supported by rapid transit and active transportation connections will further the creation of a complete community;
- The efficient use of land minimizes land consumption; and
- The provision of higher density residential towers near multiple transit options supports transit and minimizes housing costs.

### Transit-oriented Development

- Provincial policy (The PPS and Growth Plan) directs intensification to strategic growth areas. With the subject site located in the City's Downtown designated as an UGC and within the draft Brampton GO Station Major Transit Station Area, the proposed 48-storey mixed-use towers represents a true optimization of these transit investments;

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- The proposed development supports Provincial, Regional and Local policies by locating high-density mixed-use buildings on a site within the UGC and draft MTSA;
- The proposed development's design reflects a transit oriented, compact built form that is oriented to the street, with a 6 and 4-storey podium contributing to the public realm, supporting both transit service and active transportation;
- The proposed development will advance Peel Region Official Plan's goal of achieving an urban structure, form and densities which are pedestrian friendly and transit-supportive;
- In terms of transit, the subject site is served by existing bus service along Main Street North / South, which also provides a connection to the Queen Street Bus Rapid Transit, and is within walking distance to the Brampton GO Transit Station, which provides Regional transit connections; and
- The proposed development is strategically situated within 10-minute walk to a variety of transportation options and local amenities within the Downtown, reducing car dependency, encouraging shorter commutes and supporting the creation of a complete community.

### **Complete Communities and Land Use Compatibility**

- In accordance with the Provincial Policy direction of efficient use of land, the proposed development will make efficient use of existing transit, water and wastewater services, while optimizing planned growth and infrastructure in a fiscally sustainable manner;
- The introduction of the additional at-grade non-residential uses, a daycare and a P.O.P.S will improve residents' access to their daily needs and encourage a healthy lifestyle;
- The proposed development is strategically located within a walkable growth area with a variety of transportation options encouraging shorter trips and a modal shift to sustainable modes of transportation including transit;
- Appropriate stormwater management practices will be utilized within the proposed development to ensure principles of sustainability are integrated in the context of a changing climate;
- The proposal incorporates appropriate tower separations, providing sufficient space between the towers and minimizing shadowing and privacy concerns;
- Taller residential buildings are warranted where they are massed appropriately, such as in the form of point towers, as this type of built form reduces the effect of privacy and overlook on adjacent uses;

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- The proposed development is setback in a manner to minimize impacts on adjacent lands, while also recognizing the emerging high density transit oriented vision of the area; and
- While the proposed height and density is higher than permitted within the local framework, the additional height and density is warranted as the subject site is strategically located in a complete community with access to multiple forms of transit and represents good planning at a pivotal moment when there is a significant demand for housing.

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## 5.0 Conclusion



The proposed development concept for the subject site represents a more efficient and improved use of land than the land uses and densities currently permitted. The proposed development concept will provide for additional housing options, will be compatible with surrounding existing and planned uses, will be sustainable, compact and make efficient use of existing infrastructure, and will promote the use of transit.

The enactment of a MZO to permit the proposed development concept would establish the necessary tools to advance the delivery of much needed housing units in the City's Downtown, within the UGC and draft Brampton GO Transit Station MTSA, representing good planning.

If an MZO were enacted in the near future, it is a reasonable assumption that the Owner could move forward with an approved site plan application by mid 2022, with construction beginning expeditiously thereafter with occupancy following in the next few years. This process represents a more efficient process than processing local planning applications and being bogged down through the City's current Official Plan Review process and Brampton's Integrated Downtown Plan process, which could set back the approval of any development to a time much later in the future, with potential occupancy beyond 2026.

As such, it is requested that the Minister consider the implementation of a Minister's Zoning Order for the subject site, as outlined in this Brief.