

Information Summary OZS-2022-0011

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, conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Brampton Official Plan and the Downtown Brampton Secondary Plan (Area 7).

Provincial Policy Statement (2020)

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicable to this application include but are not limited to:

- 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;*
 - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- 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 2-year time horizon.*

- 1.1.3.1 *Settlement areas shall be the focus of growth and development.*
- 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.*
- 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.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- 1.4.1 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and*

redevelopment and, if necessary, 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3

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

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification,*

redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution 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,*

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.7.1 Long-term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. A preliminary assessment of the Growth Plan sections applicable to this application include but are not limited to:

- 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 waste water systems; and*
 - iii. *can support the achievement of complete communities;*
 - 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;*
- 2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
- a) *establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
 - b) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
- 2.2.1.4. *Applying the policies of this Plan will support the achievement of complete communities that:*
- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*

- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including 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;*
- 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 the impact of a changing climate, Improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) *Integrate green infrastructure and appropriate low impact development.*

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner*

that supports the achievement of complete communities;

- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

2.2.3.1 *Urban growth centres will be planned:*

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) to accommodate significant population and employment growth.*

2.2.3.2 *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*

- b) 200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

2.2.4.2 *For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*

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.*

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) planning to accommodate forecasted growth to the horizon of this Plan;*

- b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*
- 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.*
- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*
- 4.2.7.1 *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

Region of Peel Official Plan

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

Cultural Heritage Objectives:

- 3.6.1.1 *To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations.*

Cultural Heritage Policies

- 3.6.2.3 *Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Tourism, Culture and Sport's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.*
- 3.6.2.8 *Direct the area municipalities to only permit development and site alteration on adjacent lands to protect heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The Urban System Objectives:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact 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.

- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 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.*
- 5.3.2.6 *Direct the area 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*
 - d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Urban Growth Centres and Regional Intensification Corridor Objectives

- 5.3.3.1.1 *To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services*
- 5.3.3.1.2 *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling*
- 5.3.3.1.3 *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.*
- 5.3.3.1.4 *To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier*

Urban Growth Centres and Regional Intensification Corridor Policies

- 5.3.3.2.1 *Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional – as designated and/or defined in are municipal official plans, residential, recreational, cultural and civic activities that offer a wide range*

of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).

5.3.3.2.3 Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:

- b) the provision of opportunities for residents to live and work within the urban growth centre;*
- c) the establishment of a higher intensity compact form, with a wide range and mix of land uses;*
- d) the provision of a transit-supportive and pedestrian-oriented urban form;*

Growth Management Objectives

- 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.*
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, 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.*

Growth Management Policies

- 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, 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 public open space and easy access to retail and services.*
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.*

Intensification Objectives:

- 5.5.3.1.1 To achieve compact and efficient urban forms.*
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 To intensify development on underutilized lands.*
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*
- 5.5.3.1.6 To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential*

and employment uses to support vibrant neighbourhoods.

Intensification Policies

5.5.3.2.2 Facilitate and promote intensification.

5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.

5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually will be within the built-up area.

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;

5.5.3.2.7 Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.

Housing Objectives:

5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

Housing Policies:

5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

Inter and Intra-Regional Transit Network Objectives:

5.9.5.1.1 To support and encourage a higher use of public transit and an increase in transit modal share within the region.

5.9.5.1.4 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.

Inter and Intra-Regional Transit Network Policies:

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.

City of Brampton Official Plan:

The site is designated *Central Area* in *Schedule A – General Land Use Designations* and is located within the *Urban Growth Centre* in *Schedule 1A – Urban Growth Centre*. The vision for lands within this designation and within the *Urban Growth Centre* is to continue reinforcing the role as a focal area for investment, institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses. The lands designated *Central Area* are a major preferred location for investment and intensification permitting a full range of office, retail, commercial and service activities as well as a variety of residential and institutional uses.

The City's Sustainable Planning Framework directs a significant amount of new growth to the City's existing built up area, with a focus on higher intensity in the Central area. The intent of this intensification is to provide complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

The property is also located within an *Anchor Mobility Hub*. Anchor Mobility Hubs are regional transportation hubs, providing interregional, regional and local transit connections to the City's Urban Growth Centre and other Urban Growth Centres across the Greater Toronto Area.

The property has frontage along Main Street North which is designated as a *Primary Intensification Corridor*. Primary Intensification Corridors are planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service.

An amendment to the Official Plan is not required.

The application will be evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

3.1 *Residential*

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.*
- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Conserve land resources by optimizing opportunities for infill, intensification*
- *Develop, healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.*
- *Respect and enhance the existing built, social, and environmental context to instill a sense of pride and identity and contribute to the*

stability and vitality of the community.

3.2. *Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.*

3.2.1.1 *Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*

- i. Accommodate a significant portion of population and employment growth;*
- ii. Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- iii. Provide high quality public open spaces;*
- iv. Support transit, walking and cycling for everyday activities;*
- v. Develop in a compact form that will efficiently use land and resources,*
- vi. Optimize the use of existing and new infrastructure and services;*
- vii. Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- viii. Achieve an appropriate transition of built form to adjacent areas.*

3.2.2.1 *By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*

3.2.5.2.2 *Development within the Anchor Hub shall generally be designed to achieve a floor space index of 4.0 over the entire Anchor Hub Area within buildings 4 – 25 storeys in height.*

3.2.8 *Communities*

Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

- 4.1.2 *The Central Area, including the Urban Growth Centre, as designated on Schedules “1” and “A”, serves as the major location for free-standing or mixed-use development including:*
- i. A full range of office, retail and service activities;*
 - ii. A variety of residential uses;*
 - iii. Entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognizing commercial trends for such uses in other parts of the City;*
 - iv. Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
 - v. A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
 - vi. Major transit infrastructure.*
- 4.2 *Brampton’s residential policy will focus on the following:*
- i. Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
 - iii. Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
 - v. Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*
- 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.*
- 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.*
- 4.2.1.14 *In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*
- i. Variety of housing types and architectural styles;*
 - ii. Siting and building setbacks;*

vi. Incorporation of multiple unit dwellings and apartments

4.3.2.8 *Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.*

4.10.1.10 *A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:*

- (i) The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*
- (ii) The current condition and use of the building or structure and its potential for future adaptive re-use;*
- (iii) The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
- (iv) Demonstrations of the community's interest and investment (e.g. past grants);*
- (v) Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,*
- (vi) Planning and other land use considerations.*

4.10.1.11 *A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.*

4.10.1.12 *All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:*

- (i) On-site retention in the original use and integration with the surrounding or new development;*
- (ii) On site retention in an adaptive re-use;*
- (iii) Relocation to another site within the same development; and,*
- (iv) Relocation to a sympathetic site within the City.*

4.10.9.2 *The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act and the Municipal Act in implementing and enforcing the policies of this section. These shall include but not be limited to the following:*

- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District;*
- (iii) Using zoning by-law provisions to protect heritage resources by regulating such matters as use, bulk, form, location and setbacks;*
- (iv) Using the site plan control by-law to ensure that new development is compatible with heritage resources.*

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.*

4.11.3.1.3 *In addition to addressing the aspects for mid-rise buildings listed in 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.*

(For clarity the following policy is referenced in Section 4.11.3.1.3:

4.11.3.1.1 Mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;*
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- Servicing (i.e. loading, garbage, parking);*
- Separation between commercial and residential;*
- Access to transit;*
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- Build along the streetline and maintain common setback; and,*
- Ground floor uses.)*

4.11.3.2.1 *Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule "A", and subject to the policies of this Plan.*

4.11.3.2.3 *Unless otherwise specified, the overriding design consideration shall be to*

ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.

- 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.*
- 4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*
- 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*
- 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.*
- 4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.8.1 Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

Secondary Plan:

Downtown Brampton Secondary Plan (Area 7)

The property is designated *Main Street North Development Permit System Area* in the Downtown Brampton Secondary Plan (Area 7). New investment for lands within this designation is generally supported, while maintaining and enhancing the character of Main Street North.

In terms of character, the predominant built form in the Development Permit System Area is made up of residential-type buildings that are located on deep rectangular lots fronting on Main Street North. These buildings typically occupy between 60% and 75% of the length of the front lot line, which has an average length of 15.0 metres. It is this pattern of development that this policy framework intends to maintain and protect. Small-scale additions or intensification and the adaptive reuse of existing buildings with suitable uses is promoted, with the intent to improve the streetscape and activity along Main Street North.

The application will be evaluated against the Downtown Brampton Secondary Plan to ensure that the proposal satisfies the general vision, goals and objectives of the Plan. A

preliminary assessment of the Secondary Plan sections applicable to this application include but are not limited to:

5.7.2.1 *It is the goal of the Main Street North Development Permit System Area to protect and enhance the character of the district and to encourage its transition into a diverse, liveable, safe, thriving and attractive component of the historic Downtown precinct and the City as a whole. Main Street North has several distinct sub-character areas that have specific attributes that will be addressed through detailed policies and objectives.*

5.7.5 The following types of criteria shall be used for the basis of principles included in the by-law for a Development Permit System Area which are intended to guide decisions on new development or redevelopment in the Main Street North Development Permit System Area as well as municipal initiatives, projects and capital works improvements. Review of Development Permits, municipal initiatives, projects and capital works shall be assessed in relation to principles established in the Main Street North Development Permit System By-law that relate to such matters as streetscape and public realm, provision of open space elements, building design, location and use of materials and colours, lot configuration and assembly, parking and access, site design and layout, landscaping, signage and display areas, site servicing and grading, sustainable site and building design elements, and heritage protection and conservation. The Development Permit By-law will establish standards with respect to these matters that achieve the desired planning goals and objectives. Review of Development Permits, municipal initiatives, projects and capital works shall also be assessed in relation to other applicable Official Plan policies, City-wide design Guidelines and City technical manuals and standards.

5.7.6 **Conditions of Development:**

a) Types of Conditions In conjunction with the approval of a development permit, the City may impose conditions as set out in Section 9.4 IMPLEMENTATION DEVELOPMENT PERMIT SYSTEM AREAS of this Plan as well as those set out below:

- (i) dedicate lands to the City of Brampton to provide a continuous 26 metre right-of-way along Main Street North;
- (ii) Provide for the dedication of lands to the City of Brampton to provide for the designated right-of-way width along any abutting street frontage;
- (iii) enhance the façade of any existing buildings in a manner that complements and is compatible with the character of adjacent development;
- (iv) use building materials and colours that are compatible with the character of existing buildings fronting on Main Street;
- (v) provide services and matters in exchange for a specified height or density of development as set out in Section.

5.7.7 **Density and Height Increases**

Notwithstanding the regulations limiting height and density with the Development Permit By-law, the maximum permitted height may be exceeded within identified areas in the Development Permit By-law area beyond the identified range, provided that it supports the overall goals and objectives of the City, the criteria in Section 9.4.6 are met and the Development Permit By-law sets out specific provisions for contributions.

6.2.2 *Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.*

7.1 The Downtown Brampton Secondary Plan is served by two existing major sanitary trunk sewers: the Etobicoke Creek West Branch and the Fletcher's Creek. New development within the Downtown Brampton Secondary Plan shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

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

8.5.3 Proponents of development/redevelopment are encouraged to retain and conserve buildings of architectural and/or historic merit on their original sites and to promote the integration of these resources into any plans which may be prepared for such development. 8.5.4 When a development proposal may impact a heritage resource, the City may request the preparation of a cultural heritage resource assessment. This assessment should provide information and present recommendations about how to mitigate the development impacts on identified heritage resources, and will be prepared to the satisfaction of the City, the Brampton Heritage Board and other appropriate authorities having jurisdiction.

8.5.7 The City shall consider the relocation and dismantling of all or part of a heritage resource only as a last resort when its protection cannot be achieved by other means.

Main Street North Development Permit System By-law:

The City of Brampton Comprehensive Zoning By-law does not apply to the subject lands.

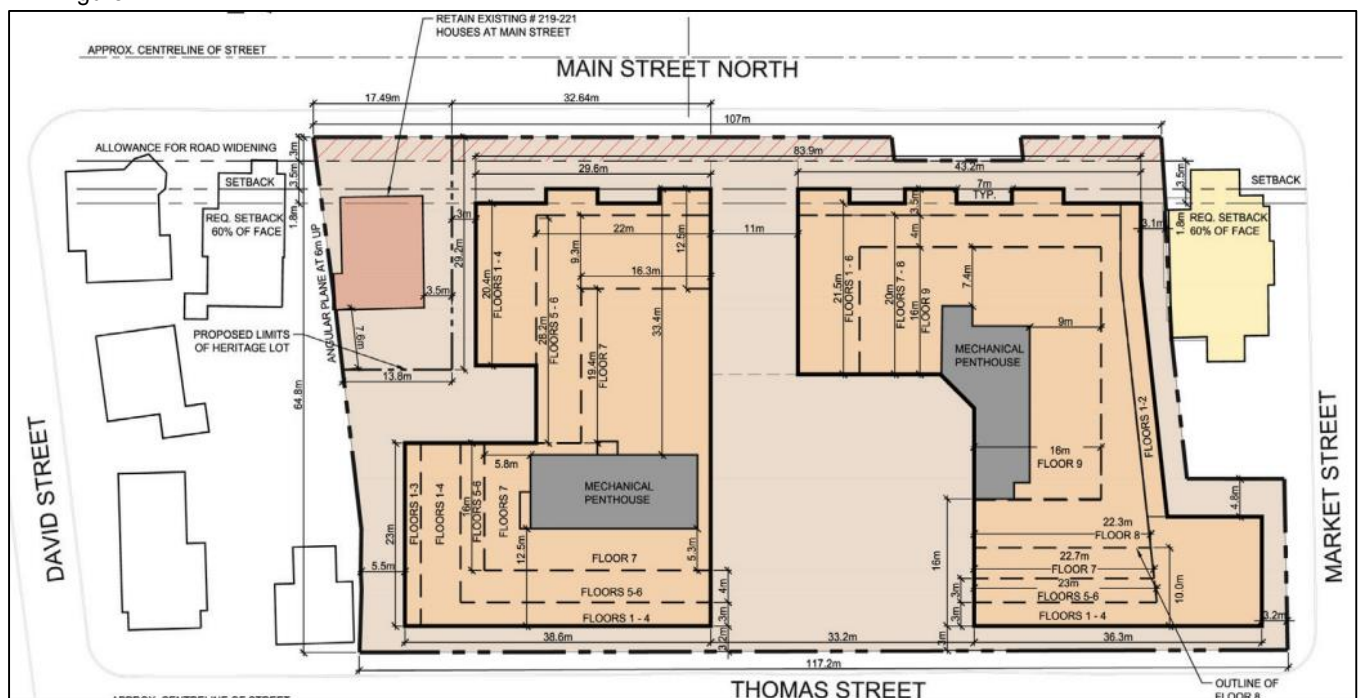
This property is located in an area of the City, generally located along Main Street North between Church Street and Vodden Street, which is regulated by the Main Street North Development Permit System (DPS) By-law. The DPS By-law provides a policy framework for the area that sets out general goals, objectives and regulations. It provides policies and development standards that are intended to guide decisions for new development or redevelopment in the DPS By-law area.

The DPS By-law indicates that the site is located within the *Medium Density Transition Character Sub-Area* which is intended to provide a transition between the *Historic Mixed-use Area* located to the north of the site, and more intensive uses permitted to the south. As outlined in the DPS By-law, it is expected that building massing will provide significant stepping to the surrounding lower density lands to the west and to the north. The DPS By-law notes that the heritage building at 219/221 Main Street North located on the site be retained. The site is located in the *Commercial Mixed-use 3 District (CMU3-DPS)*, which permits a mix of commercial, residential and institutional uses.

Maximum building heights on the site range from 15.5 metres to 30 metres to establish a transition as noted above. The minimum building height on the property is 7.6 metres.

Section 5.8 – Main and Market Block Concept of the DPS provides a general concept for the property which is considered to conform in principle to the intent of the DPS vision (see Figure 1 below).

Figure 1:



An amendment to the Main Street North Development Permit System By-law is required to permit the proposed mixed-use development.

Sustainability Score and Summary

A full review of the Sustainability Score and Summary will be undertaken and discussed within the Recommendation Report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 44. This meets the City's Bronze threshold.

Documents Submitted in Support of the Application

- Planning Justification Report
- Draft Official Plan Amendment
- Draft Main Street North Development Permit By-law Amendment
- Conceptual and Architectural Drawings
- Landscape Plans
- Arborist Report
- Tree Inventory and Removal Plan
- Functional Servicing and Stormwater Management Report
- Wind Study
- Archaeological Report
- Environmental Noise Study
- Phase 1 Environmental Site Assessment
- Site Service Plan
- Sustainability Matrix
- Transportation Impact Assessment
- Site Servicing Plan
- Urban Design Brief