

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing a recommendation to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act:

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act* R.S.O 1990. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) The orderly development of safe and healthy communities;
- 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; and,
- 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 (PPS):

The proposal will also be reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

- Section 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 range and mix of residential, employment, institutional, 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;
 - d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
 - 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;
 - f. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.
- Section 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 services and avoid 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;
- Section 1.1.3.6 – New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure and public service facilities.
- Section 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.

- Section 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 where it 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,
- Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- Section 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.

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

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. The Growth Plan promotes development that contributes to complete communities, creates street configurations that supports walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

- Section 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 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 areas that:
 - i. Are rural settlements;
 - ii. Are not serviced by existing or planned municipal water and waste water 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
- Section 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 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 achieve 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.

- Section 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 second unit 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) Providing for 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.
- Section 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.
- Section 2.2.4.10 – Lands adjacent to or near 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.
- Section 2.2.6.1 - Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
 - a) Support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

- i. Identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and
 - ii. Establishing targets for affordable ownership housing and rental housing.
- Section 2.2.6.2 –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
- Section 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 Official Plan, 2016

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The site is located within the 'Urban System', and is located along the 'Rapid Transit Corridor' in the Region of Peel Official Plan. 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:

- Section 5.3.1.3 – To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect to the natural environment, resources and the characteristics of existing communities.
- Section 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.
- Section 5.3.1.5 – To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- Section 5.3.1.7 – To recognize the integrity and physical characteristics of existing communities in Peel.

- Section 5.3.1.8 – To provide for the needs of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age.
- Section 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.
- Section 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
- Section 5.3.3.2.6 – Identify the Hurontario corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:
 - a) Prime opportunities for intensification;
 - b) Opportunities for residents to live and work within the Regional Intensification Corridor;
 - c) A high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in area municipal official plans;
 - d) Transit-supportive and pedestrian-oriented urban forms;
 - e) Opportunities for higher order transit
- Section 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.
- Section 5.5.1.5 – To optimize the use of the existing and planned infrastructure and services.
- Section 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.
- Section 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, including a diverse mix of land uses,

accommodate people of 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.

- Section 5.5.2.2 – Direct a significant portion of new growth to the built-up areas of the community through intensification.
- Section 5.5.3.1.1 – To achieve compact and efficient urban forms.
- Section 5.5.3.1.2 – To optimize the use of existing infrastructure and services.
- Section 5.5.3.1.3 - To revitalize and/or enhance developed areas.
- Section 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.
- Section 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.
- Section 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
- Section 5.9.1.3 – to support the provision of improved transportation mobility and choice to all residents, employees and visitors.
- Section 5.9.1.4 – To promote and encourage the increased use of public transit and other sustainable modes of transportation.
- Section 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.
- Section 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.

City of Brampton Official Plan, 2006

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet

the current and future needs of its residents. The property is designated as 'Residential' on Schedule A of the Official Plan. The property is also located along a 'Primary Intensification Corridor' and within a 'Gateway Mobility Hub' on Schedule 1 City Concept. The Official Plan policies that are applicable to this application include but are not limited to:

Section 3.2.1 – General Policies:

- 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.
- Section 3.2.5.1 – 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
- Section 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 3.2.5.15
- Section 3.2.6 – Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying land use designation. The detailed permitted land uses are further defined within the land use designations in this plan. To accomplish the intended vision for the City's intensification corridors, higher order uses which enhance the use of transit and encourage walkability shall be promoted. Uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage are discouraged. Superior urban design is also required to achieve the intended vision for the City's corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority

where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

- Section 3.2.6.2 – 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
- Section 3.2.6.3 – Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12
- Section 4.2.1.1 - The Residential designations shown on Schedule “A” permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.
- Section 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

The following Residential Density Categories are reference by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule ‘G’ as being subject to the New Housing Mix and Density Categories:

Density Category	Maximum Density	Permitted Housing Types
High Density	<ul style="list-style-type: none">• 200 units/net hectare• 80 units/net acre	<ul style="list-style-type: none">• Townhouses• Duplexes• Maisonettes• Apartments

- 4.11.3.1.1 – Tall Buildings: In the context of Brampton, tall buildings are defined as those over 9 storeys in height. Subject to the following policies, they may be appropriate for the built-up sections of the City such as along Queen Street and

Downtown Brampton. High rise buildings may also be permitted in certain other areas of the City such as along Queen Street and Downtown Brampton. High rise buildings may also be permitted in certain other areas of the City such as major nodes and gateway locations, where adequate services and road/transit capacity exist, to express or reinforce their image as focal points.

- 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.

An Amendment to the Official Plan is not required.

Secondary Plan:

Secondary Plans implement the Official Plan policies, but provide a more detailed land use designation and vision for the specific area. The subject properties are split between two Secondary Plans Areas. The property located at 210 Steeles Ave is within the Brampton Flowertown Secondary Plan (Area 6) and the property located at 220 Steeles Ave is within the Hurontario-Corridor Secondary Plan.

Brampton Flowertown Secondary Plan (Area 6) – 210 Steeles Ave:

The property located at 210 Steeles Ave is designated as 'High Density Residential' in the Brampton Flowertown Secondary Plan (Area6). The following policies are applicable to the subject application:

- 1.4 High Density:
 - 1.4.1 0 Uses permitted on lands designated High Density on Schedule 6 shall be developed in accordance with the New Housing Mix and Density Category of Section 4.2.1.2 of the Official Plan.

The New Housing and Density categories permits a maximum density of 200 units per net residential hectare, however it shall be noted that the density categories are not intended to limit the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations.

Hurontario-Corridor Secondary Plan – 220 Steeles Ave:

The property located at 220 Steeles Ave is designated as 'High Density Residential 1' with a Height Transition Area within the Huontario-Corridor Secondary Plan (Area 55). The following policies are applicable to the subject application:

- 4.2.1 Promote higher density Mixed-use development along the Corridor that will contribute to the ridership for a Light Rail transit system as well as active transportation;
- 4.2.3 – Establish a public realm including a pedestrian-scale, pedestrian-oriented, vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture;
- 4.2.4 – Develop an effective and efficient transportation network and transit system, including Light Rail, to service the Hurontario-Main Corridor Secondary Plan with connections to Downtown Brampton, other areas of the City and adjacent municipalities;
- 4.2.5 – Encourage the development of a traffic network that supports active transportation such as pedestrian and cycling opportunities, travel choices, transit access and service throughout the Secondary Plan Area and adjacent communities.
- 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
 - Within the Hurontario-Main Corridor Secondary Plan, density will generally be measured using Floor Space Index (FSI). This Chapter sets out maximum densities. While a specific minimum density will not be required throughout the Corridor, the level of development in key locations fronting the street shall be determined by policies that address built form. Minimum building heights and minimum continuous street frontage.
 - Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of the zoning amendment; however, an official plan amendment will not be required.
 - Notwithstanding the higher densities, building heights and performance standards required within Section 5, development within existing developed sites shall also be subject to Section 5.12.1(iv) of this Chapter.
- 5.1.2 Building Height
 - The minimum building height shall general be 3 storeys for all new buildings within the Secondary Plan Area subject to Section 5.1.2(iv) of this Chapter

- The minimum ground floor height should generally be 4 metres for all new buildings that are required to have retail, commercial or institutional, or convertible frontage at grade.
 - All parking structures that front onto a public street should generally have a minimum ground floor height of 4 metres and have retail uses fronting the street.
 - The podium of a building provides a sense of enclosure, continuity and articulation at the pedestrian scale. An additional height restriction for podiums will be required in order to create a more suitable human-scale streetscape along Hurontario/Main Street and Steeles Avenue.
- 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:
 - Densities should not exceed 4.0 FSI;
 - Building height should not exceed 78.0 metres (25 storeys);

An Amendment to the Secondary Plan is not required.

City of Brampton Zoning By-law:

The property is zoned 'Residential Apartment A – Section 3101 (R4A-3101)' by Zoning By-law 270-20004, as amended, which permits apartment dwellings, and religious institutions, which permits a maximum height of 22 storeys and a maximum of 254 units. The property is also subject to a Schedule C which defines the permitted building locations, minimum setback requirements, parking locations and the internal road network.

A Zoning By-law Amendment is required to permit the proposed density provisions.

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. The proposed application has a Sustainability Score of 56, which achieves the City's Silver threshold. A snapshot of the Sustainability Score and Summary is included as Appendix 7. This snapshot is provided by the applicant to staff and City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of this Amended Application:

- Detailed Development of the Proposal
- Completed Application Form
- Concept Plan
- Survey/Legal Plan
- Parcel Abstract
- Public Consultation Strategy
- Draft Public Notice Sign
- Planning Justification Report
- Urban Design Brief
- Sustainability Score and Summary
- Comprehensive Plan
- Draft Zoning By-law Amendment
- Functional Services Report
- Tree Evaluation Report
- Arborist Report
- Environmental Site Assessment Phase 1 and 2
- Traffic Impact Study
- Parking Study

The City may request further technical information necessary for its review, based on agency circulation or public input.

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.