

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (PPS), conformity with the Growth Plan for the Greater Golden Horseshoe, 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:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - i. Is well-designed,
 - ii. Encourages a sense of place, and
 - iii. Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement (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 1.1.2 – 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 20 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
- 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; and

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.

- 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, 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 to residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

- 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:
 - i. 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
 - ii. 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.
- Section 1.6.8.3 – Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purposes(s) for which it was identified. New development proposed on adjacent lands to existing or planning corridors and transportation facilities should be compatible with, and supportive of long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.
- Section 2.6.1 – Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- Section 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 have 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:

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 subject lands are located within the 'Urban Growth Centre and within the 'Built-Up Area' within the Growth Plan. 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 2.2.1.4 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 2.2.3.1 – 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;
 - c) Provide connection points for inter-and intra-regional transit; and,
 - d) To accommodate significant population and employment growth.

- Section 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;”
- 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:

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 subject application is within the ‘Urban System’ and ‘Urban Growth Centre’ as established in the Regional 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 5.3.3.1.1 – To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high density compact forms and activities while taking into account the characteristics of existing communities and services.

- Section 5.3.3.1.2 – To achieve Urban Growth Centres that support and secure communities, public transit, walking and cycling.
- Section 5.3.3.1.3 – To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities
- Section 5.3.3.1.4 – To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectares by 2031 or earlier.
- Section 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.
- Section 5.3.3.2.3 - Examine jointly, with area municipalities, Urban Growth Centres, and address the following:
 - b) The provision of opportunities for residents to live and work within urban growth centre;
 - c) The establishment of high density compact form, with a wide range and mix of land uses; and,
 - d) The provision of a transit-supportive and pedestrian oriented urban form.
- 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 5.5.3.2.3 – 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 5.9.1.3 – 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.

City of Brampton Official Plan:

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 'Central Area' on Schedule A of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail and employment activities. The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. A significant portion of the Central Area has been designated by the Province as an Urban Growth Centre as depicted on Schedule 1A generally extending from McLaughlin Road to Highway 410 along Queen Street, and is an area that is planned to accommodate the highest densities. The vision for the Central Area and Urban Growth Centre is to continue reinforcing its role as a focal area for investment in institutional and region-wide public services, as well as commercial, recreation, cultural and entertainment uses.

In addition to the above, the following policies apply to lands within the Central Area and Urban Growth Centre:

- Section 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 minimize potential impacts on air quality and promoting energy efficiency;
and
 - (viii) Achieve an appropriate transition of built form to adjacent areas.
- Section 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, and,
 - ii. A variety of residential uses.
- Section 4.1.8 – Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions of categories of the Central Area, including the following:
 - Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City of provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;

- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;
 - Provision of special services of facilities; and
 - Capital or infrastructure improvements necessary to promote new development or sustain existing development including provisions to address emergency preparedness and risk management
- Section 4.10.1.4 – Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a cultural heritage resources is embodied in its heritage attributes and other character defining elements including materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:
 - Aesthetic, design, or physical value;
 - Historical or associative value; and/or,
 - Contextual value
 - 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.

An amendment to the Official Plan is not required.

Secondary Plan:

The Downtown Brampton Secondary Plan (SPA 7) was approved by Council on April 2nd, 1997, and approved with modifications by the Region of Peel on July 15th, 1998. The subject properties are designated 'Central Area Mixed Use' and 'Office Node' within the Downtown Brampton Secondary Plan (SPA 7). The policies that are applicable to this application include but are not limited:

- Section 4.0 – The following general objectives/criteria constitute the basis for the formulation of the Downtown Brampton Secondary Plan:
 - To promote the intensification and improvement of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area.
 - To allow for intensification of use in commercial areas and selected residential areas in a manner that is sympathetic to the historic character of Downtown Brampton;
 - To promote an increase in the resident population within the downtown to create a market for local serving retail, commercial and service uses;
 - To promote the character of Main Street and Queen Street as a strong pedestrian and transit environment;
 - To promote for the identification, preservation and protection of heritage resources;
 - To ensure that building height and massing of new development is compatible with adjacent residential and commercial areas;
 - To propose improvements to the local road network and enhanced public transit to facilitate development/redevelopment in the secondary planning area.

- To promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive redevelopment.
- Section 5.0 - Land Use Principles:
 - The commercial designations include a Central Area Mixed-Use designation that permits an appropriate range of street-related business uses in combination with residential apartment uses in a manner that is consistent with the “old town” character of the Downtown Brampton Secondary Plan.
 - In general, the residential designations are intended to allow for intensification of use in selected residential areas in a manner that is sympathetic to the “old town” character of the Downtown Brampton Secondary Plan. The policies of the residential designations recognize the stability of the surrounding low density neighbourhoods. In areas abutting the Central Area Mixed-Use designation and those neighbourhoods in a state of transition, medium density housing is designated.
- Section 5.1.2.1 – Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theaters, art galleries, live theater and museums which are managed as a unit. Mixed-use development shall mean a free-standing use either/or a development which any combination of office, retail, commercial, institutional, or residential uses are developed and managed as a unit.
- Section 5.1.2.2 – Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 with 1.0 FSI permitted for residential uses. The specific density allocations for specific areas of the Central Area Mixed-Use designation are set out in Table 1 and identified in Appendix A. An increase beyond the maximum coverages specified above shall require a site specific rezoning application as specified in Policy 5.1.1.5.
- Section 5.1.2.5 – In the area of Queen Street West, west of Elizabeth Street, the permitted density shall be a maximum of 2.0 FSI, with a maximum of 10 FSI permitted for residential uses.
- Section 5.1.3.1 – The Office Node designation on Schedule SP7(a) centered on the intersection of Main Street and Queen Street, bounded by the CNR line to the north, John Street to the south and from Chapel Street/Nelson Street Extension west to George Street. Office development in this area shall be permitted that is compatible with the local historic character of the area. Lands designated Central Area Mixed Use within the Office Node shall be developed to a maximum density of 3.5 FSI.
- Section 5.1.3.2 – The principle permitted uses with the Office Node designation include business, professional or administrative office buildings, hotels and motels and all uses consistent with the Regional Commercial and District.

An Amendment to the Secondary Plan is required in order to recognize the increase in Floor Space Index.

City of Brampton Zoning By-law:

The properties are zoned 'Downtown Commercial Section 3154 (DC-3154)' by By-law 270-2004, as amended. This zone permits a retail establishment having no outside storage, an office, a personal service shop, a printing or copying establishment and a community club. A Zoning By-law Amendment is required to permit the proposed development.

Sustainability Score and Summary:

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The proposed application has a Sustainability Score of 59, which achieves the City's Silver threshold. City staff will verify the sustainability score prior to the Recommendation Report. The applicant also submitted a Sustainability Snapshot, which is found in Appendix 9, which will also be verified by staff prior to a Recommendation Report being brought forward.

Documents Submitted in Support of this Amended Application:

- Application Form
- Cover Letter
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Planning Justification Report
- Sustainability Score and Summary
- Public Consultation Strategy
- Architectural Plans
- Urban Design Brief
- Shadow Impact Study
- Arborist Report
- Tree Inventory and Tree Preservation Plan
- Functional Servicing
- Environmental Impact Study
- Cultural Heritage Impact Study
- Traffic Impact Study
- Parcel Abstract
- Environmental Site Assessment Phase 1

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.