

Detailed Planning Analysis

This report recommends that Council approve Official Plan and Zoning By-law amendments to redevelop lands municipally known as 227 & 229 Main Street South, generally in accordance with Appendix 10 and 12.

The proposal has regard for matters of provincial interest, as set out in the Planning Act. The application proposes a high-density mixed-use development within an area identified as a location where intensification is envisioned and acceptable for urban growth.

The implementing Official Plan Amendment and Zoning By-law represent good planning in the public interest, are consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan.

Matters of Provincial Interest

Planning Act:

The application has been reviewed for compliance and regard for matters of Provincial interest as set out in Section 2 of the *Planning Act* R.S.O 1990. The proposed Official Plan Amendment and Zoning By-law Amendment represent orderly development in a desired location that is suitable for urban growth and development.

The application has regard to, among other matters of provincial interest such as:

- 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.

The recommendations are consistent with the above noted matters by adding housing stock and directing intensification within a growth area. The proposal supports the City's objective of providing transit supportive intensification along nodes and corridors. These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

Provincial Policy Statement (PPS):

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. Staff is satisfied that the proposed development is consistent with the applicable sections of 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 1.5.1 – Healthy, active communities should be promoted by:
 - d.) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.
- 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.

The proposed mixed-use development will add to the existing residential apartment units in the area, and provide new commercial uses along a Major Transit Station Area, Gateway Terminal/Mobility Hub, and Primary Intensification Corridor. Through the Official Plan Amendment and Zoning By-law Amendment, the proposed development will promote the integration of transit-supportive development, intensification and infrastructure planning that achieves cost-effective development patterns and the optimization of transit investments.

The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate building a strong and healthy community while optimizing the efficient use of land for intensification, in order to respond to and meet a full range of current and future land use needs as per the Provincial Policy Statement (PPS). The proposed development will offer a mix of residential, commercial and institutional uses that promote housing, employment, economic development, transit and pedestrian oriented liveability, active transportation, and connectivity to nearby parks and open spaces for a variety of users.

Through the use of zoning controls, including ones recommended by Staff on building height and tower form, and urban design guidelines, the built form and character of the proposed development will integrate well into the existing neighbourhood. Furthermore, the site will have a compact, high-density form that will make for an efficient use of infrastructure, and is directly adjacent to planned higher-order transit. Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), c), e), g), 1.1.3.1, 1.1.3.2 a), b), e), f), 1.1.3.3, 1.1.3.4, and 1.4.3 b), c), d), e), and f).

Staff is satisfied that the recommendations of this report for the development are consistent with the applicable sections of the Provincial Policy Statement (PPS).

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

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

The Greater Golden Horseshoe policies that are 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 achieved 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 area;
 - 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.

The proposed development is located within the built-up boundary and proposes intensification of already serviced lands that will introduce a number of new uses to the site at a higher density. Adequate building setbacks are proposed along the street frontage of Main Street and Charolais Blvd. to improve the public realm. The proposed development will provide sufficient access to various transportation options, public service facilities, parks and other amenities. Measures have been taken and are being proposed through the revised zoning by-law to ensure that the planned development will integrate harmoniously into the neighbourhood. Therefore by introducing the proposed density at this location, policies 2.1.2 (2) a), b), c) d), 2.1.2.4 a), b), c), d) and 2.2.6.2 are satisfied.

The development proposal contributes to the achievement of complete communities within the Hurontario – Steeles area through the addition of a mixed use development. The site is proposed to intensify a parcel along a Transit Corridor as defined by the Growth Plan. The development proposal represents intensification that focuses on making better use of existing infrastructure and public services within the urban boundary area.

The proposed development will accommodate growth through intensification and offers a range of residential dwelling units. The proposed development will assist in the diversification of Brampton's housing stock. Therefore, Staff is satisfied that the recommendations of this report conform to the policies of the Growth Plan for the Greater Golden Horseshoe.

Region Official Plan

The Region of Peel Official Plan provides for a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and providing a basis for efficiently managing growth.

The site is located within the 'Urban System', and is located along the 'Regional Intensification Corridor' in the Region of Peel Official Plan. The proposed development will introduce a high-density mixed use urban form within the Uptown Node and will enable a vibrant, connected, pedestrian-oriented neighbourhood that supports existing and planned transit and active transportation infrastructure.

The newly updated Region of Peel Official Plan was approved by the Ministry of Municipal Affairs and Housing on November 4th, 2022. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- Section 5.3.1 – Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-Up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.
- Section 5.4.1 - To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as Urban Growth Centres, intensification corridors and Major Transit Station Areas.
- Section 5.4.7 - Promote 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.
- Section 5.4. 8 – To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, 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 5.4.9 – To protect and promote human health.

- Section 5.4.10 - Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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 public service facilities.
- Section 5.4.11 - Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification
- Section 5.4.18.1 – To achieve efficient and compact built forms.
- Section 5.4.18.2 – To optimize the use of existing infrastructure and services.
- Section 5.4.18.3 – To revitalize and/or enhance developed areas.
- Section 5.4.18.4 – To intensify development on underutilized lands.
- Section 5.4.18.10 - Facilitate and promote intensification.
- Section 5.4.18.11 - Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.
- Section 5.6.2 - To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- Section 5.6.3 - To achieve intensified and compact built 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 5.6.4 - To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- Section 5.6.17.1 - To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.
- Section 5.6.17.2 - To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.

- Section 5.6.18.1 - To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services.
- Section 5.6.18.2 - To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.
- Section 5.6.18.10 - To Direct the local municipalities to define the boundaries of the Hurontario Regional Intensification Corridor and identify appropriately in their official plans, consistent with the policies in this Plan, unless the boundary overlaps with another Strategic Growth Area delineated in this Plan.

The objectives of the Region of Peel Official Plan is to achieve sustainable development by establishing healthy, complete communities that offer a wide range and mix of housing, employment, recreational and cultural activities as well as supporting multimodal transportation. In addition, policies direct new growth to the built-up areas of the community, and more specifically to high growth areas such as Regional Intensification Corridors.

The proposed development is a comprehensive, high density redevelopment of an existing low density site along the Regional Intensification Corridor. The proposal will add additional density to an area that is going through significant densification and redevelopment. Furthermore, the design of the proposed development has been carefully considered in order to ensure the integration of the proposed development into the existing neighbourhood. As a result, policies 5.3.1, 5.4.1, 5.4.7, 5.4.8, 5.4.9, 5.4.10, 5.4.11, 5.4.18.1, 5.4.18.2, 5.4.18.3, 5.4.18.4, 5.4.18.19, 5.4.18.11, 5.6.2, 5.6.3, 5.6.4, 5.6.17.1, 5.6.17.2, 5.6.18.1, 5.6.18.2, 5.6.18.10 are satisfied.

The proposal will result in a compact, well-designed development that provides various housing options to meet the needs of different households. Furthermore, the proposal demonstrates conformity to this plan by being a compact urban form that will intensify underutilized land. Accordingly the subject applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan, 2006

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' on Schedule 1 City Concept. The subject property is within close proximity to public transit, for example the Gateway Terminal is located approximately 500 metres from the subject site (northwest corner of Main and Steeles).

Main Street is designated as Primary Intensification Corridor on Schedule 1 – City

Concept. Primary Intensification Corridors are primarily identified as higher order transit corridors linking major destinations within and beyond the limits of the City. Primary Intensification Corridors are to be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.

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

- 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.

- 3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.
- 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

The density categories above shall not be construed as limiting 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 within a particular Secondary Plan.

- Section 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.
- Section 4.5.4 - The strategic location of this site as a Gateway hub, adjacent to a Major Transit Station Area, and along a Primary Intensification Corridor lends itself to a high density, compact urban environment. The proposed development achieves these goals of the Official Plan.
- 4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.
- 4.5.4.21 The City shall require superior urban design for development within Mobility Hubs and Major Transit Station Areas to ensure access to walking, cycling and transit is safe, convenient, comfortable and attractive.
- 4.5.4.22 The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.
- 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.

The development proposal was subject to a high standard of urban design and has undergone significant urban design considerations in order to support a landmark image and achieve a physical environment that is attractive, safe, functionally efficient and sensitive to the City's evolving character.

This density exceeds the minimum density targets laid out in the Official Plan, however

the subject property is within an intensification corridor and therefore section 4.2.18 applies, which permits greater densities in certain areas of the City, provide specified criteria are met. Although Staff agree this area is appropriate for intensification, Staff need to ensure that the proposal is compatible with the existing land uses. Therefore, Planning Staff recommend a reduction in the building height to 23 storeys, in order to better align with the 45 degree angular plane and mitigate impacts of the said development on the adjacent low density residential neighbourhood. This will also mitigate shadow and wind concerns from the adjacent property owners. The building and site design treatments are being proposed to ensure the built form will integrate harmoniously into the existing neighbourhood context and pattern.

The subject proposal adds to the range of housing that is required within the City. The type of development is compact and transit-supportive. Staff is satisfied that the proposed development conforms to the Official Plan.

Secondary Plan:

Brampton Flowertown Secondary Plan (SPA Area 6):

The subject site is within the Flowertown Secondary Plan (Area 6), which forms part of the Official Plan and was approved October 2019. In order to permit the proposed development, an Amendment to the Secondary Plan is required, as the property located at 229 Main Street is designated as 'Neighbourhood Retail'. The property located at 227 Main Street is designated as 'High Density Residential'. Through the proposed amendment, the development proposal seeks a singular designation of 'High Density Residential'.

The Secondary Plan provides a land use framework for the existing residential neighbourhoods and local commercial uses in the Secondary Plan Area. The following policies are applicable to the subject application:

1.4 High Density:

- 1.4.1 – 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.

2.1 Neighbourhood Retail:

- 2.1.1 – Uses permitted on lands designated Neighbourhood Retail on Schedule 6 shall permit the range of uses and developed in accordance with the Neighbourhood Retail policies of Section 4.3.5 and other relevant policies of the Official Plan.

The amendment will support the redevelopment of the subject properties into a more vibrant, mixed-use, transit-oriented community. As mentioned, Staff is recommending a reduction in height to 23 storeys to mitigate impacts on the adjacent existing residents. The subject proposal adds to the range of housing that is required within the City. The application proposes development that is compact, transit-supportive and located along

Main Street, which is a major regional arterial road. It makes efficient use of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 10.

City of Brampton Zoning By-law:

The applicant has applied for a Zoning By-law Amendment to permit the proposed mixed-use development. The property located at 227 Main Street is zoned 'Residential Single Detached A –Section 3063' (R1A-3063), which permits single detached dwellings, and group homes, however the property is currently being used as a spa/salon, which is considered a personal service shop. The property located at 229 Main Street is zoned 'Service Commercial – Section 3380' (SC-3380), which permits a range of commercial uses. Currently the subject property is being used as a dental office.

Both properties are proposed to be rezoned to the Hurontario Corridor Mixed Use One – Section 3667 (HMU1-3667). The Hurontario Corridor Mixed Use One designation permits a range of Commercial, Institutional, Residential and Mixed-Use Development. The recommended By-law permits the proposed housing types (apartments), and some commercial/institutional uses on the ground floor. The proposed By-law includes development standards such as building setbacks from the street, open space requirements, tower form requirements, parking requirements, etc. to ensure the appropriate built form for the area and compatibility with adjacent land uses. It should be noted that if the proposal is approved, the applicant will be required to go through the Site Plan Approval process for a review of the detailed design of the building.

Given the above staff is recommending approval of the Zoning By-law Amendment, generally in accordance with Appendix 12.

Sustainability Score and Summary:

The application has been reviewed for compliance with Brampton's Sustainability Metric, which was used to evaluate the environmental sustainability of the proposal. The application received a Sustainability Score of 60 overall, and achieved the Silver threshold. The Sustainability Score of 60 constitutes a walkability score of 74%, energy score of 17%, natural system score of 8% and a water score of 2%. The applicant has satisfied a set of performance measures as it pertains to the built environment, mobility, energy, green infrastructure, natural environment, and open space. The Sustainability Score and Summary is included as Appendix 14.

Staff is satisfied that the proposed development conforms to the applicable sections of the Brampton Sustainability Metric, and it will be further refined through the site plan process.

Land Use:

The proposed amendment to the Official Plan and Zoning By-law allows for a range of housing that is compatible and provides a density that encourages public transit usage. Furthermore, contemplation has been given to mitigating impacts on the adjacent properties, including through changes recommended by Staff on the building height and tower form.

Urban Design:

The Urban Design policies within the Official Plan require that development adhere to appropriate urban design principles in order to successfully integrate into the City's various nodes, corridors, neighbourhoods and districts. As well as part of these applications an Urban Design Brief was submitted. The detailed design of the development will be further addressed through the Site Plan Approval application.

Tree Inventory and Preservation Plan:

Fleisher Ridout Partnership Inc. was retained in the summer of 2021 to conduct a Tree Inventory and Assessment Report for the subject property located at 227-229 Main Street. The Report Guidelines were extracted from the City of Brampton Tableland Tree Assessment Guidelines, which was updated in April 2019. The purpose of the report was to present findings based on background data collection and from field surveys conducted in July and September 2021.

According to the Arborist Report, tree preservation opportunities should be examined as part of the site grading design. Detailed tree preservation plans identifying specimen trees within or adjacent to the work zone should be flagged, drip line hoarded and incorporated into the site plan wherever possible. Through this report mitigation measures are suggested in order to ensure the existing vegetation is not harmed during construction. It is recommended that an ongoing Tree Maintenance Program should be put in place to monitor the condition of all trees to be preserved, for at least three years. General landscaping should be implemented with indigenous vegetation native to the region.

Environmental Site Assessment:**Phase one Environmental Site Assessment**

Pinchin Ltd was retained to complete a Phase One Environmental Assessment of the property located on 227 & 229 Main Street South. The Report was dated on August 4th, 2021. The purpose of the report was to obtain and review records that relate to the Phase One Property and look into current and past uses of and property, in order to determine if an area is of potential environmental concern (APEC). Based on the findings of the Phase One Environmental Site Assessment (ESA), Pinchin recommended that a Phase Two Environmental Site Assessment be conducted.

Phase two Environmental Site Assessment

A Phase Two Environmental Site Assessment (ESA) was prepared by Pinchin Ltd., in support of the application located at 227 and 229 Main Street South in the City of Brampton. The report was dated March 3rd, 2022. The Phase Two ESA was conducted at the request of the client, in relation to the future development of the property. It is the opinion of the person who supervised the Phase Two ESA that the applicable Table 3 Standards for soil and groundwater at the Phase Two Property have been met as of the Certification Date of November 22, 2021 and that no further subsurface investigation is required in relation to assessing the environmental quality of soil and groundwater at the Phase Two Property.

Wind Study:

Rowan Williams Davies & Irwin Inc. (RWDI) prepared a preliminary wind review to present their opinion on the pedestrian wind conditions for the proposed development. The study was dated on September 13, 2021. Buildings taller than their immediate surroundings tend to intercept stronger winds at higher elevations and redirect them to ground level. When winds approach a large façade at an oblique angle, they tend to be deflected downwards and accelerate the winds. When two buildings are situated side-by-side, wind flow tends to accelerate through the space between the buildings due to the channeling effect caused by the narrow gap.

Given the exposure of this site to prevailing winds, the proposed buildings are likely to increase the level of wind activity on the site. The sidewalks that are along Main Street and Charolais Boulevard are expected to be comfortable for walking. Given the scale of the development, exposure of the site and predicted wind conditions, wind-tunnel testing of a scale model is recommended at an appropriate design stage. This would further determine where to develop effective wind control mitigation measures. This can be appropriately done at the Site Plan Approval stage and Staff will be requiring the updated study with that application.

Acoustic Study:

HGC Engineering was retained to conduct a Noise Feasibility Study for the proposed residential development. The study was completed on November 4th, 2021. Road traffic on Main Street South and Charolais Boulevard were determined to be the dominant sources of noise in the area. The predictions indicate that the traffic sound levels outside of the proposed buildings will exceed the Ministry of Environment, Conservation and Parks (MECP) criteria during daytime and nighttime hours. Warning clauses are recommended to inform future residents of the traffic noise impacts, excessive sound levels and the presence of the nearby commercial plaza. The MECP guidelines recommend that dwellings be equipped with central air conditioning systems, to limit sound levels from outdoors. Recommendations were also made to have suitable acoustic features to insulate the suites from each other and amenities, in accordance to

the Ontario Building Code (OBC) and limit the potential intrusions of mechanical and electrical services of the building on its residents.

The noted measures will be implemented at the Site Plan Approval stage.

Transportation:

A Traffic Impact Study was completed by C.F. Crozier & Associates Inc. (Crozier) in support of the application in November 2021. Examination of the 2021 traffic conditions indicate that the boundary road network is currently operating at Level of Service (LOS) “D” or better, with moderate to high volume-to-capacity ratios. A maximum intersection control delay of 42.8 seconds is expected with the proposed development.

Examinations of the 2009 future background traffic conditions indicate that the study intersections within the boundary road network are anticipated to continue to operate at a LOS “D” or better during weekday peak periods and all volume-to-capacity ratios should remain below 1.00. A Sensitivity Analysis was also conducted, which was used to consider the impact of a northbound through movement lane reduction as a result of the Hurontario LRT extension. The results of the analysis indicate that the intersection of Main Street and Charolais Boulevard is expected to operate similarly when compared to scenarios using the existing lane configuration.

A Vehicle Maneuverability Assessment was also conducted and it determined that there would be no issues with site circulation. It is anticipated that the site plan can accommodate typical vehicles while expecting to maintain the site’s functionality. In addition, the site capitalizes on available transportation demand management (TDM), as it promotes the use of transit and active transportation, which is expected to result in a reduction of single occupant vehicle trips at the site. The planning application for the proposed residential development at 227 & 229 Main Street South can be supported from a transportation and safety perspective.

A Holding (H) Symbol is recommended requiring the submission of an updated Traffic Impact Study (TIS), particularly with respect to the consideration for a shared access with the adjacent Amica building. An updated TIS will be required to be approved by City Transportation Staff prior to the removal of the H symbol.

Servicing:

A Functional Servicing report was completed by Valdor Engineering Inc. in November 2021. The subject site will be serviced by one 150mm diameter connection to the existing 400mm diameter watermain on Main Street South. The 150mm diameter connection will split into a 150 mm diameter fire supply line and a 100mm diameter domestic supply. Fire protection will be provided by the existing municipal fire hydrants on Main Street South and Charolais Boulevard. Entrances to the buildings will be located within 90m of the fire hydrants. Sanitary service will be provided by a 250mm sanitary service connection discharging to the existing 250mm diameter sanitary sewer,

which is located northwest of the site. Should the application be approved, any detailed servicing and grading matters would be addressed through the Site Plan Approval process and subdivision process.

Public Spaces:

There are several near by public spaces to which the proposed developments residents will have access. In addition, the application proposes a large amenity at the rear of the site for the residents use.

Integration with Surrounding Neighbourhoods:

The development will be appropriately integrated with the surrounding neighbourhood through urban design and the proposed zoning provisions, including those recommended by Staff to limit the height and introduce additional tower form control regulations. An effective transition from the higher density apartment building to the existing lower density residential dwellings is provided, particularly with the amenity space located at the rear of the site. City Staff will further review mitigation measures through the Site Plan Approval process.