

Detailed Planning Analysis
City File Number: OZS-2019-0009

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, and the Hurontario-Main Corridor Secondary Plan (Area 55) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

The Planning Act:

This application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of the following:

- 2(f) – the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- 2(h) – the orderly development of safe and healthy communities;*
- 2(i) – the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- 2(j) – the adequate provision of a full range of housing, including affordable housing;*
- 2(k) – the adequate provision of employment opportunities;*
- 2(p) – the appropriate location of growth and development;*
- 2(q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- 2(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;*

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 (2020):

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. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

1.3.1 *Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*

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:*

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

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.*

This property is located within a settlement area that is defined in provincial and municipal planning documents. The proposed development is designated “Regional Commercial” in the Hurontario-Main Corridor Secondary Plan which contemplates the redevelopment of the Shopper’s World mall into a vibrant, mixed-use high density urban neighbourhood that is served by higher-order public transit. The proposed development will occur according to the planned land use function as laid out in the Official Plan and Secondary Plan. The development will occur in phases in an orderly manner that will properly integrate into the surrounding neighbourhood.

Through the use of zoning controls, master planning, and urban design guidelines, the built form character of the proposed development will both integrate into the existing neighbourhood, and enhance the character and design of the site itself. 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).

The proposed development includes a significant amount of employment by way of both office space and retail uses. 35,047 m² of office space and 40,275 m² of commercial/retail space are proposed. These uses will be located throughout the development, but are mainly concentrated directly adjacent to the existing Brampton Transit terminal and the proposed terminus of the Hurontario LRT. By establishing employment and services uses in a high-density, mixed use form, residents will be able to live, work, and play all within their local neighbourhood. Furthermore, the strategic location of these key uses near higher order transit facilities ensure they will be easily accessed from the broader community, which will support the further development and success of the neighbourhood. Accordingly, the proposed development satisfies Sections 1.3.1 a), b), c), d), and 1.6.7.4.

A significant consideration for the impact on the community has been taken through the development of the plan. Streets are being designed as ‘complete streets’ that will support pedestrian activity for all ages and levels of ability. The built form and transportation network is being coordinated to ensure a comfortable environment for all users. Furthermore, the provision of affordable housing has been explored through the preparation of the plan. A commitment to providing affordable housing throughout the development of the site has been made. Furthermore a wide variety of unit types and tenures have been proposed. Bachelor, 1

bedroom, 2 bedroom and 3 bedroom apartments are being proposed, along with townhouse style units, which are proposed to total at 4,726 units. The establishment of such a high number of units will positively impact housing affordability by introducing a significant amount of supply into the residential market. This is further improved by the fact that a significant number of the units are intended to be rental. As a result, the proposed development satisfies Sections 1.1.1 b), f) and 1.5.1 a) and b).

A Place to Grow: Growth Plan for the Greater Golden Horseshow (2019)

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 proposed development demonstrates conformity to the following sections of the Growth Plan:

- 2.2.1 (2) *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- 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;*
- 2.2.1 (4) *Applying the policies of this Plan will support the achievement of complete communities that:*
- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture;*
 - e) *provide for a more compact built form and a vibrant public realm including public open spaces;*

- 2.2.2 (3) *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) *encourage intensification generally throughout the delineated built up area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*
- 2.2.4 (1) *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
- 2.2.4 (3) *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
- a) *200 residents and jobs combined per hectare for those that are served by subways;*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
 - c) *150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*
- 2.2.5 (1) *Economic development and competitiveness in the GGH will be promoted by:*
- a) *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
 - b) *ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
 - c) *planning to better connect areas with high employment densities to transit; and*
 - d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

- 2.2.5 (2) *Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.*
- 2.2.5(3) *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 2.2.5(4) *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

The proposed development is located within the built-up boundary, and acts as intensification of already serviced lands that will introduce a number of new uses to the site at a significantly higher density. A wide range of commercial, office, residential and community/institutional uses are proposed along with a network of open spaces. Measures have been taken throughout the development approvals process to ensure that the planned development will integrate harmoniously into the neighbourhood. By introducing these uses and density at this location, policies 2.2.1(2)c), 2.2.1(4)a), b), c), d), and e), and 2.2.2(3)a), b), c), d), e), and f) are satisfied.

The lands that are proposed to be developed are directly adjacent to a planned LRT stop, and are identified as lands to be designated as a Major Transit Station Area in the Region of Peel Major Transit Station Area Study. To calculate the density of the proposed development, People Per Unit and Employment Density figures were taken from the Region of Peel Development Charges Background Study (2020). The figures from this study were used, as it is the most recent report completed for the City of Brampton that estimates per-unit density. As such, these assumptions represent the most accurate information for completing People and Jobs per Hectare based density calculations.

The density of the proposed development on a gross area calculation is 494.58 P&J/ha. When calculated on a net area calculation, it is 646.18 P&J/ha. The application will significantly contribute to achieving the minimum density target of 160 people and jobs per hectare in 2.2.4 (3). Furthermore, the office components of the plan are proposed to be located within close proximity to the planned LRT stop, and are intended to have a high-rise, urban characteristic. As a result, sections 2.2.4(1), 2.2.4(3)a), b), and c), 2.2.5(1)a), b), c), and d), 2.2.5(2), 2.2.5(3), 2.2.5(4) are satisfied.

Region of Peel Official Plan

The Region of Peel Official Plan provides 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 provides a basis for efficiently managing growth.

The site is located within the “Urban Boundary” is designated “Urban System”, is located along the “Conceptual Regional Intensification Corridor”, and is within a “Gateway Mobility Hub” in the Region of Peel Official Plan. The proposed Official Plan Amendment and Zoning by-law Amendment to implement this proposal conforms to the policies:

Chapter 5: Urban Systems

5.3.1 The Urban System General Objectives

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

5.3.2 Urban System Policies:

- 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.*

5.3.3 Urban Growth Centres and Regional Intensification Corridor Policies:

- 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; and*

5.5.1 Growth Management Objectives:

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.4 *To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*

- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

5.5.2 Growth Management Policies:

- 5.5.2.2 *Direct a significant portion of new growth to the built-up area of the community through intensification*

5.5.3.1 Intensification Objectives:

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

5.5.3.2 Intensification Policies:

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

5.8.1 Housing General Objectives:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

5.8.2 Housing General Policies:

- 5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*
- 5.8.2.5 *Support the initiatives of the area municipalities in the construction and retention of rental housing.*
- 5.8.2.6 *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

5.9.2 The Transportation System General Policies

- 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.*

5.9.5 The Inter and Intra-Regional Transit Network

- 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.*

The objective of the Regional Official Plan is to achieve sustainable development by establishing healthy, complete, compact 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 development is proposed to introduce approximately 8500 residents and 2000 jobs to the site (based on the density calculations from the previous section), along with parks, plazas, and a community hub. This will add a significant amount of density to the area and will act as a major anchor in the ongoing densification and development of the Main and Steeles node. Furthermore, the urban design of the proposed development has been treated in a way to both integrate seamlessly into the existing neighbourhood, and to make this an attractive destination for the Region. As a result, policies 5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5, 5.3.2.2, 5.3.3.2.6 a) to e), 5.5.1.1, 5.5.1.4, 5.5.1.5, 5.5.1.6, 5.5.2.2, 5.5.3.1.1 to 5.5.3.1.6, 5.5.3.1.8, 5.5.3.2.2, 5.5.3.2.3, 5.9.2.5, and 5.9.5.1.4 are satisfied.

Within the proposed development, there is a wide variety of housing options. Small, medium, and large apartments are proposed, as well as a variety of styles of townhomes. These various

residential units are proposed to vary in tenureship between rental and condominium, with a significant amount anticipated to be rental. This will assist to further diversify the housing stock within the area. Furthermore, the provision of affordable housing within these various forms is being explored. Through the concurrent Draft Plan of Subdivision process, a number of details relating to the specific provision of affordable housing are being worked through. Accordingly, policies 5.8.1.1 to 5.8.1.4, 5.8.2.3, 5.8.2.5 and 5.8.2.6 are satisfied.

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 Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Official Plan.

The subject lands are designated as *Communities*, are along a *Primary Intensification Corridor* and as a *Gateway Mobility Hub* on Schedule 1: City Concept, as *Regional Retail* on Schedule A: Land Use Designations, and adjacent to a *Major Transit Node* on Schedule C: Transit Network

The following Official Plan policies are applicable to this application:

3.2 Sustainable City Structure

- 3.2.1.1 *Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*
- (i) *Accommodate a significant portion of population and employment growth;*
 - (ii) *Provide a diverse and compatible mix of land uses, including residential and employment uses;*
 - (iii) *Provide high quality public open spaces;*
 - (iv) *Support transit, walking and cycling for everyday activities;*
 - (v) *Develop in a compact form that will efficiently use land and resources,*
 - (vi) *Optimize the use of existing and new infrastructure and services;*
 - (vii) *Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
 - (viii) *Achieve an appropriate transition of built form to adjacent areas.*

3.2.5.1 Gateway Hubs

- 3.2.5.1.1 *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.*
- 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 3.2.5.1.5.*

3.2.6 Intensification Corridors

- *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.*

3.2.6.2 *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.*

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.*

3.2.8 Communities

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

4.3.3 Regional Retail

- *Regional Retail sites are intended to be planned as large scale multi-use, multi-purpose centres or areas offering a diverse range of retail, service, community, public and institutional and recreational uses serving a major portion of the community and/or broader regional market.*

4.3.3.4 *Regional Retail centres generally will be in excess of 46,500 square metres (500,000 square feet) of total gross leasable area in size. Permitted uses include all types of retail stores, major full line*

department stores, discount department stores, major and specialty food stores, supermarkets, pharmacies, restaurants, Major Offices, retail warehouses, entertainment facilities and service establishments. Regional Retail centres are typically anchored by major full line department stores, discount department stores, or retail warehouses such as warehouse membership clubs and home improvement stores. Notwithstanding the foregoing, entertainment uses shall be subject to Section 4.3.2.4 of this Plan.

- 4.3.3.5 Complementary uses such as automobile service stations may be permitted in addition to community services, open space, recreational facilities, cultural facilities and other institutional uses. Residential uses may also be integrated into Regional Retail areas if provided for in multiuse plans adopted as a component of a relevant Secondary Plan. Places of Worship shall be permitted subject to Section 4.9.8 of this Plan.*

4.5.4 Public Transit

- 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.*

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.

Depending on calculation method, the density of the proposed development is between 494 P&J/ha and 646 P&J/ha. This density greatly exceeds the minimum targets that are laid out in the Official Plan. Furthermore, while the proposed FSI is only 2.3, this is because of the compact nature of the proposed built form. Building and site design treatments are being proposed to ensure that the development will integrate harmoniously into the existing context. This is taken further by providing significant amounts of public space on-site, and reserving space for a planned Community Hub. As a result, policies 3.2.1.1 (i) to (viii), 3.2.5.1.1, 3.2.5.1.2, 3.2.6, 3.2.6.2, 3.2.6.3, 3.2.8, 4.5.4.19, and 4.5.4.22 are maintained.

The designation of the lands in the Official Plan is Regional Retail, which contemplates high-order commercial and retail uses as a destination for the community. While the proposed development does consider to ultimately remove the existing mall from the site, this will be done in phases so as to ensure there isn't a large, immediate shock to the local retail landscape. Furthermore a significant amount of retail space is proposed to exist within the new urban fabric, with space for various different sizes of retail units, including major anchor uses. The amount of retail space being proposed is not a significant reduction from that existing and is more in line with the modern retail landscape and will be better suited to serve the needs of the community. The introduction of a significant amount of residential units to the site will further support the proposed retail uses, as has been contemplated in the Secondary Plan. As a result, policies 4.3.3.4 and 4.3.3.5 are maintained.

The interface between the proposed development and the existing transit terminal at the corner of Main St S and Steeles Ave W was carefully considered to both improve the character of the development, and to support further transit ridership. Buildings are proposed to be setback from the terminal to allow for easy pedestrian movement in the area, and to encourage businesses and restaurants to "spill out" and create a vibrant public realm. Furthermore, a large plaza/promenade is proposed to link from the terminal to the heart of the site. This will create a both significant viewshed and a convenient walkway that will draw pedestrian to the transit terminal. By creating a vibrant public realm surrounding the terminal, and a plaza that encourages activity and movement in the area, the transit terminal will be highlighted as a prominent figure in the area, and will assist in drawing in transit ridership. As a result, policy 4.5.4.21 is maintained.

Hurontario-Main Secondary Plan:

The subject lands are designated as Regional Commercial in the Hurontario-Main Corridor Secondary Plan (SPA 55). The planning vision (Section 5.4) for this designation is to "redevelop Shoppers World Brampton into a more vibrant, Mixed-Use, transit-oriented destination. Retail uses will be encouraged to remain in the area to help create a major shopping node that will be pedestrian and transit focused. However, new, higher density building forms will be encouraged to develop in order to support the above-noted vision." The Section further states that a "pedestrian-scaled neighbourhood will be encouraged to develop around this Gateway Mobility Hub."

The permitted uses in the Regional Commercial designation include a full range of office, commercial, institutional, cultural and entertainment uses, medium and high density residential dwellings, live/work units and related community facilities and infrastructure.

The maximum density on the southern half of the Shoppers World site is a Floor Space Index (ratio of floor area to site area) of 4.0. The maximum for the northern half is 3.0. The maximum building height is 78.0 metres (25 storeys). Section 5.1.1 states that proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.

The proposed redevelopment of the Shopper's World Mall represents an implementation of the policies described in the secondary plan. The comprehensive redevelopment of the property will transform the site into a vibrant urban community, with a high density form and a pedestrian

based focus. The wide variety of proposed uses will ensure that this node is a regional destination.

The maximum building height is proposed to be 97.0 metres, which is taller than the maximum height, however in accordance with Section 5.1.1, appropriate justification for this increase in height has been provided. Through the use of Urban Design Guidelines and proposed zoning provisions (including maximum tower floorplate sizes), the potential negative impacts of an increased tower height will be mitigated. Furthermore, the density of the proposed development remains in line with the provisions of the Secondary Plan.

The proposed development will have a gross people and jobs per hectare of 494. Section 5.12 of the secondary plan requires an overall density of 454 P&J/ha across the entire plan. While the proposed FSI of 2.3 is below the maximum FSI of 4.0 for the southern portion of the site, and 3.0 for the northern portion of the site as outlined in Section 5.4, this measure of density is significantly influenced by both building design, provision of an integrated open space system, preferred residential unit size, and the types of uses being provided across the site. For example, the estimated FSI within the R4B(H)-3011 zone is 1.1, while still mid-high density typologies (stacked townhouses, mid-rise apartment buildings). This is a result of altering the architectural design to better integrate with the existing neighbourhoods across Charolais Boulevard.

As a result of the above analysis, the intent of the Hurontario-Main Secondary Plan is maintained.

Zoning By-law (By-law 270-2004)

The subject lands are currently split-zoned Commercial 3 – Section 3424 and Highway Commercial 2 by By-law 270-2004, as amended. The majority of the site is C3-3424, which permits a broad range of commercial uses, and a movie theatre. This zone does not permit residential uses, and has setback and building requirements that are suburban in nature.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 11 of this report.

Built Form:

There are a number of regulations proposed to manage the built form, including continuous streetwall, maximum tower floorplate sizes, podium and tower interface requirements, etc. These are accompanied by the maximum density permissions that will regulate the site overall. The permissions are intended to control the design of buildings in a general sense to encourage an urban form that can integrate well into the neighbourhood. Further, more specific built form requirements will be explored in the urban design guidelines that are to be finalized as part of the draft plan of subdivision.

Parking:

Both motor vehicle and bicycle parking rates are proposed that reflect the urban character of the neighbourhood. It is anticipated that a significant number of the trips taken to and from the proposed development will be taken by public transit, cycling, and walking.

Land Use:

A broad range of land use permissions are proposed, which will assist in letting the neighbourhood develop naturally, and allow for a vibrant and unique community. By permitting a broad range of commercial, residential and community uses in the development, there is a higher likelihood for unique uses and spaces to be established. This, in turn, will lead to a more vibrant and sustainable community.

Holding Provisions:

A number of holding provisions are proposed across the site, which include requirements for providing different technical studies prior to the Holding Provisions being lifted. These requirements are recommended due to the long time horizon anticipated with the overall redevelopment of the site. A full buildout on the site will likely take 25-30 years, so it is difficult to predict how potentially changing market conditions and neighbourhood context may affect the future phases of development. These holding provisions ensure that key technical matters can be revisited as development occurs.

Technical Requirements

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report and Urban Design Guidelines

The planning justification report and urban design guidelines were submitted to provide the policy context and planning and urban design rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Hurontario-Main Secondary Plan (Area 55) are satisfied. Furthermore, a detailed exploration of public spaces and built form is conducted which explains the rationale for the design of the plan. The recommendations from the urban design guidelines will be incorporated into the future draft plan of subdivision, and is satisfactory to support the proposed Zoning By-law amendment.

Shadow Study

The shadow study that was provided examines the shadow impacts of the development at 9:30am, 12:30pm, 3:30pm and 6:30pm on March 21, June 21, September 21 and December 21. The study demonstrates how the built form design impacts the surrounding public space. This study, in conjunction with the urban design guidelines, is satisfactory in demonstrating the benefits of the proposed built form design.

Conceptual Phasing Strategy

The conceptual phasing strategy was provided to give an indication as to how the development is proposed to be built over the course of the development. The phasing strategy informs the holding provisions that are being proposed within the Zoning By-law, and will inform the conditions of draft approval that are forthcoming in the future Draft Plan of Subdivision.

Public Consultation Strategy

The public consultation strategy identifies the site, describes the surrounding context, and outlines a number of different public initiatives that are occurring in the area that have already

had public engagement sessions. The strategy then describes the measures that were to be taken, including public open houses and the statutory public meeting.

Sustainability Score and Summary

In support of the development application, the applicant has submitted the mandatory Sustainability Score and Summary Report. The development application received a sustainability score of 64 overall, a Gold rating.

Stage 1 Archaeological Assessment

The stage 1 archaeological assessment considered the proximity of the site to other known archaeological resources in the area, and the character of the existing site. It was concluded that, as a result of the past works on the site, any potential archaeological would have already been removed, and as a result no stage 2 assessment should be required.

Tree Inventory and Preservation Study

A Tree Inventory and Preservation Study was prepared which inventories all of the trees on-site. 104 trees were inventoried in total, and 48 were recommended to be removed to facilitate the proposed development. A number of recommendations for tree protection during construction are recommended to preserve the existing trees, including establishing tree protection zones, root pruning, and having registered arborists manage the maintenance of the trees.

Transportation Study

A Traffic Impact Study was submitted by the applicant to assess the transportation related aspects of the proposed development. This report contains an evaluation of traffic impact and parking rates that are proposed. The study is considered to be acceptable for the purposes of the proposed Zoning By-law, however further detailed work may be completed in accordance with the ongoing Draft Plan of Subdivision application.

Master Plan

A number of master planning matters were addressed through the transportation study, including matters such as the layout of the proposed street network, the anticipated modal split, the share of public vs. private streets, the location of pedestrian and cycling connections, etc. In considering the long-term nature of the proposed development, a holding provision related to transportation has been recommended to ensure that studies are conducted in the future which will review the transportation context at that time.

Traffic Impact

The impact of the proposed development was reviewed in the context of the surrounding context. It was determined that the anticipated site traffic will be able to be accommodated by the existing street network, and the proposed on-site network. The urban nature of the development will lead to a higher proportion of the population using public transit, walking, or cycling than in traditional Brampton neighbourhoods. A number of recommendations regarding traffic signal installation and timing are made.

Transit Impact

The development is expected to increase transit ridership, and will have impacts on the overall transit demand in the area. As a result of the proximity to the existing transit terminal at the intersection of Main Street South and Steeles Avenue West, integration of the built form with the terminal is recommended. However, flexibility regarding the design of the terminal in the future is also recommended, as it is difficult to predict the exact requirements for the terminal in the future. As a result, a holding provision is recommended (by City of Brampton staff) which requires the matter of the design of the transit terminal to be addressed prior to development occurring directly adjacent to it.

Parking Requirements

The requirements for both vehicular and bicycle parking were explored through this study. Reduced standards compared to the broader City were recommended to reflect the urban nature of the development.

Noise Impact Study

The noise impact study examined the necessary requirements for the development to meet the noise guidelines of the Ontario Ministry of the Environment Conservation and Parks and to satisfy the City of Brampton. A number of recommendations were proposed, including upgraded glazing for buildings along Steeles Avenue West and Main Street South. The study is satisfactory for the purposes of the proposed Zoning By-law.

Phase 1 and 2 Environmental Site Assessment

A phase 1 environmental site assessment was conducted to identify any potential contaminants on-site. A number of potential contaminants were identified, so a phase 2 environmental site assessment is recommended to be conducted. Due to the existing buildings being present on-site, a plan for the conducting of the phase 2 assessment, along with the future requirements for conducting a Record of Site Conditions were provided and have been deemed to be satisfactory for the purposes of the rezoning.

Stormwater Management and Functional Servicing Report

The report outlines a number of different recommendations to ensure appropriate stormwater management and functional servicing controls are provided. Due to the long term nature of the project, and the ongoing Etobicoke Creek trunk sewer environmental assessment, a holding provision requiring the functional servicing report to be updated as the phases come in for development is recommended.

Stormwater Servicing

The proposed development would improve the stormwater servicing, as more pervious space will be introduced in comparison with what is existing today. A number of Low Impact Development features are proposed to work in conjunction with the existing storm-sewer capacity to properly control stormwater runoff.

Sanitary Servicing

An exploration into the future sanitary servicing requirements was conducted to ensure that adequate provisions would be made. The Phase 1 lands were explored in detail and were found

to have enough existing capacity. Updates to the study will be required as works are completed related to the trunk sewer.

Water Servicing

A number of new connections to the existing water servicing network are proposed to ensure adequate flows on-site.