

APPENDIX 7

DETAILED PLANNING ANALYSIS

City File Number: T05W15.004

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide directions that support land use planning in a logical, well-designed manner that supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

This development proposal has regard to the following matters of provincial interest as set out in Section 2 of the *Planning Act*:

- *the orderly development of safe and healthy communities;*
- *the adequate provision of employment opportunities;*
- *the protection of ecological systems, including natural areas, features and functions;*
- *the protection of the financial and economic well-being of the Province and its municipalities;*
- *the adequate provision and distribution of education, health, social, cultural and recreational facilities;*
- *the appropriate location of growth and development; and,*
- *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*

The subject proposal has regard to matters of the provincial interest in proposing a sustainable development, supporting appropriate growth, providing for a significant number of job opportunities, providing a mix of office and industrial/commercial uses, and preserving the natural features of the site.

Regard to these matters of Provincial interests will result from the proposed development that:

- Supports orderly development and appropriate growth in a designated employment area.
- Provides a significant number of employment opportunities directly through the proposed hotels, banquet hall/convention centre, and office tower/grade level retail, and indirectly through the related industries.
- Protects the ecological systems, including natural areas, features and functions.

- Generates a significant amount of tax revenues for the City of Brampton and the province.
- Promotes economic activity and stimulates competitiveness.
- Provides work, services and cultural/recreational opportunities for the local industry and residents.
- Development of employment lands that are well serviced by the existing and future infrastructure, transit, and road network.

Provincial Policy Statement

The Provincial Policy Statement (PPS) 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 the Provincial Policy Statement.

Section 1.1.1: Healthy, livable and safe communities are sustained by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- *accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs;*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns.*

The current proposal that contemplates an efficient and appropriate use of the subject employment lands for a mix of office, industrial and commercial uses, and has regard for the protection of the natural and environmental features, meets the intent of the Provincial Policy Statement.

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:

- *efficiently use land and resources;*
- *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;*
- *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- *prepare for the impacts of a changing climate;*
- *support active transportation;*
- *are transit-supportive, where transit is planned, exists or may be developed; and,*
- *are freight-supportive.*

The proposed development has been contemplated on lands that are located within a major settlement area, and proposes a high density mixed-use development that efficiently uses land and resources, relies on the existing infrastructure, public service facilities, and has no adverse impacts on air quality. By way of its location at the intersection of two major transit routes and in proximity to Highway 407, it supports active transportation, and is transit and freight supportive.

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

- *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,*
- *ensuring the necessary infrastructure is provided to support current and projected needs.*

Section 2.1.1: Natural features and areas shall be protected for the long term.

Section 2.1.2: The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed development of hotels, banquet hall/convention centre, and office tower/with grade level retail constitutes a compact mixed-use complex comprising industrial, hospitality, employment, and commercial uses that will meet the current and future needs of the local industry and community. The proposal utilizes the existing infrastructure and services available in the area and does not require unnecessary extension of the infrastructure. In addition, it also seeks to protect the natural features, and maintain the long-term ecological functions and biodiversity of the natural heritage system.

The proposal is consistent with the Provincial Policy Statement.

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

The subject lands are situated within the 'Built-up Area' as per the 2019 Growth Plan. As such the policies of the plan that are applicable and the proposal conform with are as follows:

Section 2.2.1.a): the vast majority of growth will be directed to settlement areas that:

- *have a built boundary;*
- *have existing or planned municipal water and wastewater systems; and,*
- *can support the achievement of complete communities.*

Section 2.2.1.c): Within settlement areas, growth will be focused in:

- *delineated built-up areas;*
- *strategic growth areas;*
- *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- *areas with existing or planned public service facilities.*

Section 2.2.5.1: Economic development and competitiveness in GGH will be promoted by:

- *making more efficient use of existing employment areas and vacant and underutilized employment lands and by employment densities.*

Section 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.

Section 4.2.2.3: Within the Natural Heritage System for the Growth Plan:

- *new development or site alteration will demonstrate that:*
 - There are no negative impacts on key natural heritage features or key hydrological features or their functions.*

The proposed high-density mixed use development, is located within Brampton's built boundary, is situated at the intersection of two major transit routes, and lies within a Major Transit Station Area. It will be serviced by the existing water/wastewater and transit systems, will support the achievement of complete communities, and will lead to the efficient utilization of the vacant employment lands. The proposal will also have no negative impact on the key natural heritage features as described in detail later below.

The proposed development conforms with the policies of the Growth Plan.

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 subject lands are located within the 'Urban System' and 'Built-up Area' designations in the Region of Peel Official Plan. The proposal conforms with the following policies of the Official Plan:

5.3.1.1: To conserve the environmental and resources attributes of the Region.

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 activities which respect the natural environment, resources and characteristics of the 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.

5.3.1.9: Preserve and protect land adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.

5.6.1.4: To attract and retain a range of employment types in Peel.

5.6.1.5: To concentrate higher density employment Uses in appropriate locations such as urban growth centres, Regional intensification corridors, mobility hubs, nodes and corridors and in other areas served by transit.

The proposed high-density mixed-use development comprises a compact and healthy mix of prestige industrial, hospitality, office and retail uses that will meet the current and future needs of the local business and community. It will lead to the creation of a significant number of job opportunities, and make an efficient use of the strategically located employment lands, infrastructure, and public services. Benefitting from its key location along two rapid transit corridors and Highway 407, the proposed development will be transit supportive, will respect the natural environment and resources, and support sustainable development within the Urban System.

The proposal conforms with the Region of Peel Official Plan.

City of Brampton Official Plan

The property is designated "Office", "Industrial", and "Open Space" in Schedule A General Land Use Designations of the Official Plan. It is designated "Employment" and "Open Space" in Schedule 1 City Concept of the Official Plan. The segments of Steeles Avenue West and Mississauga Road along the property are designated "Primary Intensification Corridor" in the Official Plan. The Steeles Avenue West/Mississauga Road intersection is

designated “Major Transit Station Area” in the Official Plan. The “Office” designation portion of the property is part of a larger office area that is referred to as “The Mississauga Road Corridor (Bram West)”. The proposed development conforms with the following Official Plan policies:

Employment Area:

4.4 b): Designate high quality employment areas close to major transportation and transit facilities that support the principles of complete communities by providing convenient access to jobs and that are compatible with adjacent natural areas and land uses.

4.4 d): Protect the supply of designated employment areas within the City for purposes including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary services.

The subject lands constitute employment lands that are located along two major transit corridors, within a Major Transit Station Area, and in proximity to Highway 407. As a result, the proposed development comprising hotels, banquet hall/convention centres, and office/retail at grade will create a significant number of job opportunities, and will provide convenient access for the public to jobs. The proposed development will also respect the adjacent natural areas (Levi Creek and adjacent open space lands) and land uses.

Industrial

4.4.2: The Industrial section of this Plan provides for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Corporate head offices and high performance industrial uses such as research and development facilities are also permitted in the Industrial designation. The designation of non-industrial uses will be strictly controlled as they are intended to primarily provide a supporting role to the local employment base.

4.4.2.7: The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.

The proposed hotels, banquet hall/convention centre, office tower/at grade retail are amongst the permitted uses in the Industrial designation. The proposed development is located on a property that is situated along two rapid transit corridors, within a Major Transit Station Area, and in proximity to Highway 407. As a result, the proposed development will provide convenient access for the public to jobs created by this development.

Office

4.4.3.1: The permitted uses within the Office designations include: Major Office, business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities.

4.4.3.4: The City shall require that office buildings be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

4.4.3.6: The City shall encourage office development to be designed to facilitate pedestrian access, and develop at a scale that maximizes the use of existing and planned road networks and transit systems in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan, consistent with the prescribed functional role of the particular office area.

The proposed hotels, banquet hall/convention centre and office tower (with ground level retail use) are amongst the permitted uses of the Office designation, and are proposed to be designed to respect the limits of the open space feature (Levi Creek and related open space area) that traverses the subject lands. The size and scale as well as the location of the proposed development will minimize potential impact on surrounding natural areas and land uses while providing for orderly integration. The proposed development has also been designed to satisfactorily facilitate pedestrian access and circulation throughout the site, making the best use of the existing and future road network and transit systems.

According to Policy 4.4.3.9, development applications in the Office designation will be supported with Design Briefs which shall take into consideration a broad range of objectives. A Design Brief has been submitted in support of the application which seeks to illustrate that the proposed development is sympathetic to the City's urban design objectives. Staff have reviewed the Design Brief and find it to be generally acceptable.

The Mississauga Road Corridor (Bram West)

4.4.4: The Mississauga Road Corridor Office Centre in the Bram West Secondary Plan, with access and visibility to Highway 407, has the locational and public infrastructure attributes to attract significant development including corporate head offices, and high performance employment uses such as research and development facilities.

4.4.4.1: Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses on the area between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the urban design section of this Plan:

- i. Office, and research and development uses;*
- ii. Limited high performance prestige industrial uses;*

- iii. *Hotels and conference/convention centres; and,*
- iv. *Limited accessory retail and service commercial uses that provide support to the adjacent employment uses.*

4.4.4.2 The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by:

(i) Preventing the intrusion of residential uses and other non-complementary lower order industrial uses; and,

(ii) Prescribing specific urban design policies, including requirements for high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination.

The proposed high density mixed use development comprising hotels, banquet hall/convention centre, and office tower/retail at grade constitutes a significant high performing employment use contemplated to be located within The Mississauga Road Corridor Office Centre in Bram West. Through detailed design approval process, the proposed development will be subject to urban design policies of the Official Plan including high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination.

Major Transit Station Area

3.2.4: Major Transit Station Areas are centres planned to accommodate a concentration of higher density residential and/or commercial, institutional or employment development around an existing or future higher order transit station. They will be planned to accommodate an appropriate mix of uses that support the role of the area as a transit station area, and have a built form that is pedestrian friendly and easily accessible by all modes of travel.

The Major Transit Station Area in Bram West will be developed and reinforced as the City's major office centre outside of the Central Area where the highest densities of office development are planned.

3.2.4.1 Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.

The proposed development that comprises two, seven-storey hotels, a single storey banquet hall, and a 10 storey office tower/retail at grade generally constitutes an employment development that has been planned along major transit corridors within a Major Transit Station Area to benefit from the available transit services. On account of its location at the intersection of Mississauga Road/Steeles Avenue West, it will be pedestrian friendly, and accessible by all modes of travel. The project will be a high

density development mostly planned within seven to ten storey buildings, and will attain a FSI of 0.95 for the developable part (excluding Levi Creek and associated open space/valleyland area) of the property which conforms to the Official Plan policy. In addition, a proposed Citywide Pathway Network linkage traverses the open space system which runs diagonally across the property.

Primary Intensification Corridor

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. 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.

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.

The proposed development that comprises two seven storey hotels, a single storey banquet hall, and a 10 storey office tower, will have a FSI of 0.95 for the developable part (excluding Levi Creek and associated open space/valleyland area) of the property which conforms to the Official Plan policy.

From a density and intensification perspective, the proposal is representative of a major mixed-use development. It is envisaged that it will become a landmark for the Bram West Employment Area (Area 40b) and the Mississauga Road Corridor. During the detailed design stage, it will be ensured to advance it as a high quality development in accordance with the current best practices. The proposed hotels, office tower, and restaurant/retail uses will contribute to delivering an attractive and vibrant mixed-use project. The project will be subject to the City's architectural design review process. The project will make a positive contribution to the 'Major Transit Station Area'. The role for the proposed hotels, office tower, and banquet hall/convention centre will be to primarily serve the Industrial/Employment Area within which it is located.

Valleyland/Watercourse Corridor

4.6 (c): Ensure that land use planning contributes to protection, improvement and restoration of land and water resources and that all new development, including intensification, shall have a minimum impact on the natural environment.

Through the approval of appropriate technical studies and the inclusion of appropriate setbacks from the valleylands and mitigating measures, the proposed development will contribute to the protection and improvement of land and water resources, as well as minimize impact on natural environment. In addition, the proposal implements sound stormwater management practices that will ensure protection from flooding and erosion.

The Official Plan identifies Levi Creek and adjacent lands as Valleylands/Watercourse Corridors which are intended for preservation and conservation of natural features and linkages. The proposed development is restricted to the net developable tableland located outside of the valleyland and watercourse corridors, and their associated buffers/setbacks. Therefore, it respects the natural heritage features, functions, linkages and wetlands associated with the valleylands/watercourse corridors. In this regard, a generally satisfactory Environment Impact Study has been submitted to support the proposal.

Sustainable Development

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental and cultural conservation. To ensure that Brampton will grow in a sustainable manner, the City is committed to plan for compact and transit supportive communities that use resources efficiently and are sensitive to the natural environment.

3.1 Establish a robust planning strategy, including maintaining a steady supply of employment lands to meet the needs of the existing and future populations, recognizing emerging global economic trends, supporting the City's economic competitiveness, and providing sustainable employment opportunities for its residents.

Integrate economic development with the existing and planned infrastructure and transportation facilities to achieve economy of scale and sustainable goods and people movement.

Promote place making and human scale development that is also environmentally sustainable.

Identify, protect, and restore or where possible, enhance natural ecosystem features, functions and linkages.

The proposed development supports the City's sustainability policies by:

- Proposing to develop the property with hotels, banquet hall/convention centre, and an office tower/retail at grade in accordance with the economic development policy of the City that seeks to meet the needs of the existing and future residents, recognizing the emerging trends, supporting local economic competitiveness and providing sustainable employment opportunities;
- Relying on the existing and planned infrastructure and transit facilities, while at the same time approaching 'place making' by taking into consideration

the need to protect and preserve the Levi Creek and the adjacent open space lands; and,

- Incorporating built form elements, including two seven-storey hotels and ten-storey office tower (with ground floor retail) which will contribute to achieving an attractive sense of place that will, through the application of high quality urban design, help establish the character of the node and lands in the immediate vicinity of the intersection of Steeles Avenue and Mississauga Road.

The proposed development, which includes a single storey banquet hall, two 7 storey hotels, and a ten storey office building with a limited amount of retail use on the ground level, conforms to the Official Plan subject to design requirements (as detailed in the generally satisfactory Urban Design Brief submitted in support of the proposal) in accordance with policy.

Bram West Secondary Plan

The property is designated “Office Centre”, “Valley Land”, “Primary Gateway”, and “Prestige Industrial” in the Bram West Secondary Plan Area 40(a), Chapter 40(b). The proposed banquet hall/convention centre, hotels, and future office/retail at grade uses are permitted in both the “Office Centre” and “Prestige Industrial” designations provided that urban design related policies are satisfied.

Office Centre

4.1.1: Lands designated Office Centre on Schedule SP40(a), shall permit the range of uses and be developed in accordance with the policies of Part 1, Section 4.2.10 and other relevant policies of the Official Plan. Permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services.

The proposed hotels, banquet hall/convention centre and office tower (with ground level retail) are amongst the permitted uses in the Office Centre designation.

Lands in the Office Centre designation shall be encouraged to be developed in accordance with certain principles indicated in the Secondary Plan in order to contribute to a distinctive gateway character. Through the approval of an Urban Design Brief, it will be ensured that the proposed development takes place in accordance with the principles prescribed for the Office Centre designation. Staff have reviewed an Urban Design Brief submitted in support of the proposal and found it to be generally satisfactory.

4.1.3: The City shall require that office buildings within the Office Centre designation be developed in a manner that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

The proposed hotel, banquet hall/convention centre and office tower/retail at grade will be developed outside of the natural heritage areas at an appropriate buffer from the Natural Heritage System, and an Environment Impact Study (as described below) will be implemented to ensure that there are no adverse impacts on the natural areas.

Prestige Industrial

4.1.6: The lands designated Prestige Industrial on Schedule SP40(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.2.10, and other relevant policies of the Official Plan. In addition, lands within the Prestige Industrial designation shall also permit office uses, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services.

The proposed hotels, banquet hall/convention centre and office tower (with grade level retail) are amongst the permitted uses in the Prestige Industrial designation.

Lands in the Prestige Industrial designation shall be encouraged to be developed in accordance with certain principles indicated in the Secondary Plan in order to contribute to a distinctive gateway character. Through the approval of an Urban Design Brief, it will be ensured that the proposed development takes place in accordance with the principles prescribed for the Prestige Industrial designation.

Employment Target Area

The property is located within Employment Target Area 1 of the Bram West Secondary Plan which is targeted to generate a minimum of 14,600 jobs over the entire target area.

The proposed development which incorporates a series of employment land uses in a mixed-use, higher density development has the potential to generate 515 to 685 jobs; a significant contribution to achieving the City's goal of a prosperous and diversified economy. The proposal represents an opportunity to generate diverse employment types, and a valuable contribution to achieving the overall Employment Target Area 1 projections.

Open Space/Valleyland

4.2.1: Lands designated Valleyland on Schedule SP40(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the Credit River Watershed. Designated Valleylands shall remain primarily in natural state or be utilized for storm water management purposes and complementary uses in accordance with Part 1, section 4.4 and other relevant policies of the Official Plan and the recommendations of the Bram West Sub-watershed Management Study (Gartner Lee Ltd.).

The proposed hotel, banquet hall/convention centre and office tower/retail at grade will be developed outside of the natural heritage areas at an appropriate buffer from the Natural Heritage System. An Environment Impact Study will be implemented to ensure that there are no adverse impacts on the natural areas.

Zoning By-law 270-2004

The property is zoned “Agricultural (A)” and “Floodplain (F)” by Zoning By-Law 270-2004, as amended. The ‘Agricultural (A)’ zone does not permit the proposed land uses. The applicant has submitted a draft zoning by-law amending the Zoning By-law 270-2004 to re-designate a part of the property (situated to the west and south of Levi Creek – developable area) from ‘Agricultural (A)’ zone to ‘Office Commercial (OC)’ zone to permit office, hotel, banquet hall/convention centre, and a number of retail uses to be allowed in conjunction with the primary land uses. The uses to be allowed in conjunction with the primary uses include a bank, trust company, or financial institution; retail establishment; convenience store; dry cleaning and laundry distribution station; dining room restaurant, a take-out restaurant; service shop; personal service shop, excluding a massage or body rub parlour; printing or copy establishment; commercial, technical or recreational school; community club; fitness centre; and day nurse.

In addition to permitting the above new land uses, the proposed zoning by-law seeks to define the open space area setbacks from Mississauga Road/Steeles Avenue West and other property lines, prescribes a maximum building height, and a minimum building setback from the open space/valleylands/floodplain. It prohibits outside storage or outside display or sale of goods, prohibits drive-through facilities, and determines the minimum parking standard for the proposed land uses. In order to make sure that an appropriately sized office tower is developed on the designated spot on the property, the Zoning By-law amendment prescribes a minimum gross floor area of 8,500 square metres for the office tower, and depicts the designated location of the proposed office tower building on Schedule A to the by-law.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent and vision of the policy, will facilitate the development of the subject property with mixed use high density employment uses, is appropriate development, and represents good planning.

Land Use

The proposal includes the development of the property with a high density mixed-use development complex containing two hotels (each seven storey high, and with a gross floor area of 6,212 square metres), a one-storey banquet hall/convention centre (with a gross floor area of 3,659 square metres), and an office tower with retail at grade (with a gross floor area of 8,705 square metres, including a gross floor area of 990 square metres for retail at grade). The proposed development will be supported with a total of 834 parking spaces, including 468 underground spaces, and 112 spaces located in a parking deck. The property will have access both from Steeles Avenue West and Mississauga

Road. Out of the total property area of 5.25 hectares, only 2.5 hectares are developable; the rest of the area is occupied by Levi Creek and the related Natural Heritage System. An existing single detached dwelling is located at the north-east corner of the property which is to be retained as such.

The proposed hotels, banquet hall, and office tower/with retail at grade, are amongst the permitted uses in the 'Employment', 'Office', and 'Industrial' designations of the Official Plan, and the 'Office Centre', 'Prestige Industrial' and 'Employment Target Area' designations of the Bram West Secondary Plan. The Official Plan policies relating to these designations require the location of the proposed development within an employment area that is well served by the existing/planned road network, water/wastewater systems, enhance the use of transit, encourage walkability, and protect the natural heritage features. Development is required to be designed to achieve a floor space index of 1.5 over the entire Office corridor within buildings ranging between 3 and 10 storeys in height, and create its share of the overall job creation target for the area. The development application generally satisfies the direction of the policy by being located at the intersection of two major transit corridors within an employment area, ensuring a floor space index of 0.95, proposing a building height of seven to ten storeys (for hotels and office tower), having a significant job creation potential, providing pedestrian access, adherence to the required design principles and high quality landscape, and protection of the natural environment.

Urban Design Brief

The applicant has submitted an Urban Design Brief, prepared by Gagnon Walker Domes Ltd. and Henry Chiu Architect Limited, in support of their mixed use development proposal which describes the urban design principles and objectives that support the proposed buildings and open space in the context of the City's relevant urban design policies.

The subject site is envisioned as a development designed to fit within the surrounding natural area and the increasingly urban context of the Bram West Employment community. The proposal is further envisaged as a landmark development to improve the intersection of Steeles Avenue West and Mississauga Road, while fulfilling the intended role and functions of Employment Area. The vision is to provide a desirable built form that broadens the range of employment uses and urban amenities/ancillary uses within the local context. The proposed hotels and office tower will represent the tallest buildings within the employment area and at the intersection of Steeles Avenue West and Mississauga Road. The 7-storey and 10-storey height will provide an appropriate transition to the adjacent industrial, office and commercial uses. The proposal establishes a cohesive color palette for the facades. The integration of a vibrant color palette for the facades of the hotels, office tower and banquet hall/convention centre will ensure that these buildings, will still be visible to the traveling public and patrons. The Brief provides guidance on the following:

- Vehicular access, internal road network, and parking
- Pedestrian connections/circulation network

- Streetscape, including landscaping elements
- Built form interface with the intersection
- Architectural character/building design
- Sustainability

Staff have reviewed the Urban Design Brief and are generally satisfied that the proposal will result into landmark development designed to fit within the surrounding natural area and increasingly urban context of the Bram West Employment community. The site layout and detailed architectural and landscape design will be revised at the site plan application stage in accordance with staff's comments.

Transportation

A Transportation Impact Study (TIS) prepared by AECOM was submitted in support of the proposed application for the following purposes:

- Assess the existing traffic conditions;
- Forecast future traffic volumes associated with the proposed development;
- Assess future traffic operations at the boundary road intersections and proposed site entrances; and,
- Identify operational and safety concerns and required mitigation measures such as road and/or intersection improvements, if any.

The study proposes two (2) full-movement site accesses, one on Steeles Ave W and one on Mississauga Rd. It anticipates that while the hotel and banquet hall/convention centre development (comprising phase 1) will be fully operational in year 2024, the office and retail building (phase 2) will not be built within the next 15 - 20 years. The Study reviews the projected traffic situation in the horizons of 2024 and 2029 to identify issues, and recommend measures to address them.

The Study holds that the Steeles Avenue West & Mississauga Road intersection is currently configured with provision to expand all permissive/protected left turns to dual left protected turns in addition to provisions for additional through lane for all approaches. The proposed infrastructure improvements are anticipated to complete for the horizon year 2024 and forward.

The Study concludes that exclusive left turn lanes are required at each of the site access locations to allow efficient traffic movement. Minimum storage lengths will be adequate to accommodate the forecast traffic demand for these movements.

According to the Study, differences in traffic operations for future total conditions with site traffic from future background conditions are generally negligible in both horizon years. Therefore, it concludes that the proposed development is expected to have minimal incremental traffic impacts with the planned improvements to the Steeles Avenue West/Mississauga Road intersection and exclusive left turn lanes to the site on both arterial roads.

Both Steeles Avenue West and Mississauga Road are under the jurisdiction of the Region of Peel at this location. Therefore, the City's Transportation staff defer to the Regional review and approval of the traffic matters for the proposed development. Region of Peel staff have reviewed the TIS and concluded that the full moves accesses on Steeles Avenue West and Mississauga Road cannot be allowed; being too close to the intersection, they do not meet the required spacing as per the Region's Road Characterization Study (RCS). The Region will permit a restricted left-in/right-in/right-out access onto Steeles Avenue, and a restricted right-in/right-out access onto Mississauga Road. The accesses are to be equipped with auxiliary turn lanes as illustrated within the functional design. Therefore, a Traffic Brief and a Traffic Functional Plan to address the Region's requirements was submitted for the Region's review.

The Region has reviewed the TIS along with the Traffic Brief dated October 21, 2020 prepared by AECOM Canada Ltd., and the Traffic Functional Plan, and is satisfied with the functional design submitted in support of the application for the two accesses to the site. Detailed design of the accesses will be approved through the engineering review at the site plan approval stage.

Environmental Implementation Study

The Environmental Implementation Study (EIS) prepared by Stantec Consulting Ltd. was submitted to present and discuss the natural heritage features identified for the Subject Property. The EIS identified constraints these features present to proposed development and provided recommendations to minimize potential effects to the natural environment. The EIS concludes that the proposed development plan adheres to all constraints and setbacks identified by the Credit Valley Conservation (2010) Watershed Planning and Regulation Policies, with the following exceptions:

- Parking stalls are proposed within the staked top of slope setback;
- Use of an existing approach off Mississauga Road located within the regulated habitat for Redside Dace; and,
- Creating a rip rap channel for discharge as part of the stormwater management plan.

EIS recommends the following measures, including avoidance, mitigation and planting strategies, as well as construction best management practices, that should be implemented through all phases of construction to minimize or mitigate potential adverse impacts on natural features:

- Avoidance of retained natural features and minimizing encroachment beyond the proposed development footprint is the preferred mitigation strategy;
- Any proposed grading and construction work will occur outside of the tree protection barrier fencing/limit of proposed development;

- Monitoring will be undertaken during all phases of development to document compliance with the final grading and erosion and sediment control plans, and tree protection measures. Remedial action should be undertaken as soon as possible wherever discrepancies are identified;
- Mitigation measures recommended in the Study will be implemented prior to, during and following any construction activities; and,
- A landscape plan will be created as part of the site plan to re-vegetate previously disturbed areas on the Subject Property that are retained by the proposed development.

The Study concludes that if the mitigation strategies recommended above are implemented, the proposed development will proceed with no negative impacts to natural heritage features and functions identified for the property. On staff/CVC's recommendation, the applicant has revised the concept site plan, landscape plan, and grading plan, and updated the EIS to include additional mitigation measures. In addition, a Conceptual Restoration Plan has been submitted that identifies the compensation & restoration areas to be protected and planted as NHS to result in an ecological gain. Staff have reviewed the revised plans and the updated EIS in consultation with CVC and consider them to be generally acceptable. An addendum to Appendix I of the EIS that contains a Restoration Planting Plan for the environmental buffer, compensation areas, and restoration areas to the satisfaction of the City and CVC will be required at the site plan stage.

Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. to review the potential impact from transportation and stationary noise sources onto the proposed development was reviewed by staff. According to the Study, the transportation noise sources with potential to impact the proposed development are road traffic on Mississauga Road and Steeles Avenue West. The stationary noise source with potential to impact the proposed development is the existing warehouse and distribution facilities to the west. The sound levels on site were determined and compared with the applicable Ministry of Environment and Climate Change (MOE) noise guideline limits to determine the need for noise mitigation.

The Study recommends that the following mitigating measure would be required to satisfactorily address the noise issue:

- Exterior walls meeting a Sound Transmission Class (STC) rating of 54 and upgraded windows with STC ratings up to 33 would be required at some locations for the northerly hotel building;

- The applicable indoor noise guidelines at the southerly hotel and office buildings are predicted to be met without any special wall and window upgrades beyond the minimum non-acoustical requirements stated in the Ontario Building Code (OBC);
- For all buildings within the development, mechanical equipment interfacing to the outdoors must comply to the MOE noise guidelines limits in NPC-300. Appropriate choice of location, equipment type, and noise control features should be considered during detailed design for such items as roof top equipment and air intakes and exhausts, including underground parking garage ventilation systems.
- The exterior wall and window assessment should be reviewed once floor plans and elevation drawings for the buildings are available.
- For any emergency generators, appropriate steps should be taken that the equipment placement, treatment, and routine testing schedule will not generate adverse noise impact on neighbouring properties. The generator will require silencers on the intake on exhaust cooling air paths, as well as a muffler on the combustion exhaust.

The Study concluded that with the incorporation of the recommended noise mitigation measures, the applicable MOE noise guidelines can be met and a suitable acoustical environment provided for the occupants. Staff have reviewed the Environmental Noise Feasibility Study along with the addendum letter dated August 02, 2018 provided by Valcoustics Canada in support of the application and consider them to be satisfactory.

Servicing

The Functional Servicing Report (FSR) and Stormwater Management Report (SWM Report) prepared by Premier Engineering Solutions dated June 2020 has been submitted to the City's Development Engineering Division, the Region of Peel and Credit Valley Conservation for their review and approval.

The submitted Functional Servicing and Stormwater Management Report recommends the following with respect to servicing:

Sanitary Servicing

There is an existing 675mm sanitary sewer along Steeles Avenue West available for the proposed development. The Study recommends a 200mm sanitary sewer connection.

Water Distribution

There are two watermains along Steeles Avenue West. One of them is a 900mm watermain trunk, and the other is a 400mm watermain. The Study recommends a 300mm water connection from the existing 400mm watermain.

Stormwater Management

There is no existing storm sewer servicing on the site. All the run off from the site flows through sheet flow towards Steeles Avenue West and towards Levi Creek. The Study proposes a Minor Storm Sewer System and a Major Storm Sewer System for the property. In the Minor Storm Sewer System, all storms are designed for the 100-year storm event, and all storm water will be collected in the Detention Tank designed for this purpose. The Major Storm Sewer System consists of Storm Sewers, Detention Tank, and Overland Flow Route. The overland flow will be discharged from two routes. One will be through Steeles Avenue West access driveway, and the other will be overtopping the sidewalk proposed along Mississauga Road access driveway.

The City, CVC, and Region of Peel staff have reviewed the updated FSR/SWM Report, and are generally satisfied that the proposed development can be properly serviced. A more detailed Storm Water Management Report will be required at the site plan approval stage to address the minor outstanding issues.

Tree Evaluation Report

The Tree Evaluation Report prepared by DAWhiteTreeCare was reviewed by staff. According to the Report, in order to allow for the proposed development, 37 privately owned trees over 15 cm DBH would need to be removed. Two large trees near the ravine adjacent to the site are also recommended to be removed. The trees near the ravine top-of-slope are in poor condition. Trees to be retained in the ravine adjacent to the site would be protected with sediment control fences. The staff find the Report's recommendations to be acceptable. City staff will determine the tree compensation requirements at the detailed design/site plan approval stage when a Tree Inventory & Preservation plan along with a landscape restoration plan will be required.

Sustainability Score and Summary

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, low impact development engineering practices).

The applicant has completed the Sustainability Metrics and has achieved a preliminary sustainability score of 71 for the proposed development, which achieves the City's gold threshold performance. The sustainability score will be further reviewed and improved through the site plan approval process when design details for the proposed development are determined and finalized to attempt to increase the score further.