

Detailed Planning Analysis

City File Number: OZS-2022-0023 (210 & 220 Steeles Avenue West)

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, 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 supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

The Planning Act is provincial legislation that functions as the legal framework for land use planning in Ontario. This application complies with matters of provincial interest as identified in Section 2 of the Planning Act R.S.O 1990.

2. *The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*
 - (f) *The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
 - (h) *The orderly development of safe and healthy communities;*
 - (h.1) *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
 - (j) *The adequate provision of a full range of housing, including affordable housing;*
 - (o) *The protection of public health and safety;*
 - (p) *The appropriate location of growth and development;*
 - (q) *The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;*
 - (r) *The promotion of built form that,*
 - (i) *Is well-designed,*
 - (ii) *Encourages a sense of place, and*
 - (iii) *Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

Analysis: Planning Act R.S.O 1990

The proposed development has regard for matters of provincial interest that are set out in Section 2 of the Planning Act.

The proposed development contemplates a high-density purpose-built rental multi unit residential concept that includes four (4) apartment buildings with pedestrian connections, underground parking, landscaping treatments, indoor and outdoor amenity spaces, and a built form with architectural elements that is considerate of the area context. The subject property is located in an area that is well served by existing communication, transportation, wastewater, water, and waste management services and systems. As such, the proposed development represents efficient use of existing infrastructure and will be adequately serviced by public service facilities.

The proposed development offers a range of dwelling units that are purpose-built rental apartment units in 1-3 bedroom typologies. The proposed development anticipates realizing 1,878 purpose-built rental units, diversifying the City's housing stock by providing a full range of rental typologies.

The proposed development represents orderly development as it is located in an area that is appropriate for growth. The subject property is adjacent to a large commercial mall to the east (Shoppers World), which includes various commercial and retail uses that supports the needs of residents. Additionally, a financial institution, grocery store, restaurants, offices and a pharmacy is located within an approximate 500 metre radius from the subject property. The subject property is also located within the Gateway Terminal Major Transit Station Area, and is within 400 metres of the Brampton Gateway Terminal, which is a Major Transit Node. The Brampton Gateway Terminal provides numerous local and regional transit connections including higher-order bus rapid transit service. Proximity to existing and planned services including compatible commercial uses will make efficient and appropriate use of the lands, reinforce transit, and support the establishment of complete communities.

The proposed development exhibits well-designed and high-quality elements that will enhance the character of the area and support the creation of sense of place that is safe, accessible, attractive, and vibrant. This includes considerate landscaping treatment, pedestrian amenities, walkway connections, and architectural features that respect the surrounding mid-20th century modernist architecture.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS):

The Provincial Policy Statement ("PPS") establishes fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development.

The proposal was evaluated against the PPS and is consistent with the applicable policies.

- 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;*
 - d. *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - e. *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - f. *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;*
 - h. *Promoting development and land use patterns that conserve biodiversity; and*
 - i. *Preparing for the regional and local impacts of a changing climate.*

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;*
- c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *Prepare for the impacts of a changing climate;*
- e) *Support active transportation;*
- f) *Are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

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 planning 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.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure, and public service facilities.*
- 1.1.3.7 *Planning authorities should establish and implement phasing policies to ensure:*
- a) That specified targets to intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
 - b) The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*
- 1.4.1 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
 - b) Permitting and facilitating:*
 - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;*
 - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
 - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*
- 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.*
- 1.6.6.1 *Planning for sewage and water services shall:*
 - a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
 - b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *prepares for the impacts of a changing climate;*
 - 3. *is feasible and financially viable over their lifecycle; and*
 - 4. *protects human health and safety, and the natural environment;*
 - c) *promote water conservation and water use efficiency;*
 - d) *integrate servicing and land use considerations at all stages of the planning process; and*
 - e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*
- 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*
- 1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 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.*
- 1.7.1 *Long-term economic prosperity should be supported by:*
 - b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
 - c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
 - d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*
 - a) *Promote compact form and a structure of nodes and corridors;*
 - b) *Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 - e) *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

- f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;*

Analysis: Provincial Policy Statement

The proposed development supports livable, healthy communities by introducing residential and commercial uses in a compact urban form on lands that are served by existing infrastructure and public services including transit. The subject property is located within a Major Transit Station Area, representing an appropriate and supportable form of intensification that promotes efficient development patterns that reinforces transit investments. The proposed development optimizes existing land within built-up areas, is transit supportive, minimizes land consumption, and maximizes existing servicing infrastructure.

The proposed development will introduce a range and mix of 1,878 purpose-built rental units that supports the diversification of the City's housing stock, as well as supporting the City's objective of providing a range and mix of housing options and providing 13,000 new homes by the year 2031. The proposed development includes four (4) residential buildings of various heights and densities. Building 1 is a 14-storey residential tower on a 9-storey podium. Building 2 contains two 45-storey residential towers sharing a 6-storey podium. Building 3 is a 40-storey residential tower on a 6-storey podium. Building 4 is a 6-storey residential building. The proposed development will assist with meeting projected market housing demands that is sensitive to the diverse economic and social demographic of the City.

The proposed development is located within the Gateway Terminal Major Transit Station Area and is in proximity to the Brampton Terminal Gateway, which provides local and regional transit connections and bus rapid transit service along Hurontario Street and Steeles Avenue West. The subject property's proximity to various transit infrastructure provides future residents with direct access to existing and planned transit services, which encourages the use of alternative modes of transportation beyond the automobile. Furthermore, a Transportation Impact Study has been submitted to the City, which outlines potential traffic impacts and includes transportation demand management strategies. These strategies are anticipated to be investigated further during the detailed design stage through a Site Plan Application.

The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial institutions, grocery stores, restaurants, recreational uses, and commercial and retail uses along Steeles Avenue West and Hurontario Street that supports the daily needs of residents. The proposed development functions to reinforce complete communities in the City.

The subject property is served by existing municipal water and wastewater services, which supports the efficient use of existing servicing infrastructure. A Functional Servicing Report has been submitted to the City in support of the proposed development. The

Report includes stormwater management strategies, which are described in greater detail within the provided Stormwater Management Report.

Staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) provides a framework for building stronger, prosperous communities by managing growth over the long term for municipalities in the Greater Golden Horseshoe area. Guiding principles include supporting complete communities, sustaining the viability of transit, creating high-quality urban spaces, providing a mix of housing, and prioritizing intensification in Major Transit Station Areas.

The subject property is located within the ‘Built-Up Area – Conceptual’, in Schedule 2 of the Growth Plan.

The proposal was evaluated against the Growth Plan and is consistent with the applicable policies.

2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this plan will be allocated based on the following:*
 - a) *The vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - 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 higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public services facilities;*
 - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
 - a) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
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; and*
- f) *Mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

2.2.2 *Delineated Built-up Areas*

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 *Transit Corridors and Stations*

1. *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
2. *For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
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.*
8. *All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*
 - a) *connections to local and regional transit services to support transit service integration;*
 - b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c) *commuter pick-up/drop-off areas.*
9. *Within all major transit station areas, development will be supported, where appropriate, by:*
 - a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
 - b) *fostering collaboration between public and private sectors, such as joint development projects;*
 - c) *providing alternative development standards, such as reduced parking standards; and*

- d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
- 10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

2.2.6 *Housing*

- 1. *Upper-and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*
- 2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*
- 3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

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

The proposed development appropriately directs growth to lands located within the delineated Built-up Area. The subject property is served by existing municipal water, wastewater, hydro-electric, and communication infrastructure and services. Additionally, the subject property is located in a Major Transit Station Area near the Brampton Gateway Terminal at the intersection of Steeles Avenue West and Hurontario Street. Major Transit Station Areas are anticipated to support the greater densities and intensification.

The proposed development introduces an appropriate range and mix of housing options by providing purpose-built rental units in 1-3 bedroom configurations, which contributes to the diversification of the City's housing stock in a manner that is considerate of current and future socio-economic needs. The surrounding area includes local and regional transit services including bus rapid transit, active transportation infrastructure, parks, recreational facilities, institutional uses, and various commercial and retail uses that supports the daily needs of residents. The proposed development represents an appropriate compact urban form that efficiently uses land and infrastructure and exhibits elements that support the establishment of complete communities.

The proposed development consists of four (4) residential towers that are 6, 14, 40, and 45-storeys in height resting on podiums. A total of 1,878 new residential units will be provided on lands that are suitable for intensification. The subject property is located within the delineated Gateway Terminal Major Transit Station Area; maintains frontage onto Steeles Avenue West, which is a Primary Intensification Corridor; and is proximal to the Brampton Gateway Terminal, which provides various local and regional transit

connections including bus rapid transit. The policy framework for these areas supports higher densities and greater residential intensification. Furthermore, the proposed development will support transit accessibility and reinforce existing transit infrastructure, representing a transit-oriented development. The proposed development also supports the achievement of density targets within Major Transit Station Areas. As per Policy 2.2.4.3, the density target for the Gateway Terminal Major Transit Station Area is 160 residents and jobs combined per hectare. The Gateway Terminal Major Transit Station Area maintains an area of 55 hectares and as such, the proposed development will contribute to approximately 34.14 residents per hectare within the Gateway Terminal Major Transit Station Area.

Therefore, Staff is satisfied that the recommendations of this report conform to the policies of the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters including managing and directing growth; protecting the natural environment; and managing and delivering resources and services in an efficient manner.

The subject property is located within the “Urban System” in Schedule E-1: Regional Structure, within a “Primary Major Transit Station Area” in Schedule E-2: Strategic Growth Areas, and within the “Built-up Area” in Schedule E-3: of the Region of Peel Official Plan.

The proposal was evaluated against the Region of Peel Official Plan and is consistent with the applicable policies.

- 5.3.1 *Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.*
- 5.4.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.*
- 5.4.5 *To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*
- 5.4.6 *To optimize the use of the existing and planned infrastructure and services.*
- 5.4.7 *Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.*
- 5.4.8 *To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good*

range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

- 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.*
- 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.*
- 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.*
- 5.4.18.3 To revitalize and/or enhance developed areas.*
- 5.4.18.4 To intensify development on underutilized lands.*
- 5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.*
- 5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.*
- 5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*
- 5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.*
- 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*
- 5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.*
- 5.6.17.2 To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership.*
- 5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.*
- 5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*
- 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.*

- 5.6.17.8 *Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.*
- 5.6.17.10 *Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*
- 5.6.17.11 *Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.*
- 5.6.19.1 *Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.*
- 5.6.19.2 *Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.*
- 5.6.19.4 *Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.*
- 5.6.19.5 *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*
- 5.6.19.6 *Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:*
- a) *Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.*

Table 5 – Minimum Densities of Major Transit Station Areas

	Code	Station Name	Municipality	Growth Plan Priority Transit Corridor Station	Classification	Additional Policy Area	Minimum Density
Hurontario LRT	HLRT-22	Gateway Terminal	Brampton	Yes	Primary	-	160

- 5.6.19.8 *Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.*

- 5.6.19.10 *The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:*
- a) the minimum density for each Major Transit Station Area as prescribed on Table 5;*
 - b) the minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;*
 - c) the permitted uses in each station that supports complete communities;*
 - d) the character of the station area or stop;*
 - e) the minimum height for land uses within the Major Transit Station Area;*
 - f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;*
 - g) identify and protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipalities and municipal and provincial transit authorities;*
 - h) land use compatibility and the separation or mitigation of sensitive land uses in accordance with requirements of the PPS and provincial guidelines, standards, and procedures. This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;*
 - i) protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;*
 - j) a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities, and active transportation infrastructure;*
 - k) strategies to support increased multi-modal access and connectivity to local and regional transit services in support of transit service integration;*
 - l) implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;*
 - p) alternative development standards to support development within all Major Transit Station Areas, such as reduced parking standards and built forms.*
- 5.6.19.18 *Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:*
- a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
 - b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
 - c) Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
 - d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
 - e) Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*
 - f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
 - g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;*
 - h) Supports high quality public realm improvements to enhance the Major Transit Station Area;*
 - i) Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and*

j) *Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.*

- 5.9.1 *To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.*
- 5.9.2 *To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.*
- 5.9.3 *To ensure an adequate supply of rental housing stock to meet local need.*
- 5.9.4 *To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.*
- 5.9.5 *To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.*
- 5.9.6 *To consider barriers to housing, including social and economic factors.*
- 5.9.7 *Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.*
- 5.9.11 *Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.*

Table 4 – Peel-Wide New Housing Unit Targets

<i>Target Area</i>	<i>Targets</i>
<i>Affordability</i>	<i>That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.</i>
<i>Rental</i>	<i>That 25% of all new housing units are rental tenure.</i>
<i>Density</i>	<i>That 50% of all new housing units are in forms other than detached and semi-detached houses.</i>

Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.

- 5.9.13 *Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.*
- 5.9.17 *Collaborate with the local municipalities to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.*
- 5.9.26 *Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:*
 - a) *the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and*

- b) where new development is to occur, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.*

5.9.27 Collaborate with the local 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 local municipal official plan policies promoting compact built forms of development and residential intensification.

5.9.36 Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.

Analysis: Region of Peel Official Plan

The subject property is located within the “Urban System” in Schedule E-1: Regional Structure, within a “Primary Major Transit Station Area” in Schedule E2: Strategic Growth Areas, and within the “Built-up Area” in Schedule E-3: of the Region of Peel Official Plan. Lands within the Urban System and the delineated Built-up Area are intended to accommodate and focus population and employment growth through intensification by leveraging and optimizing the use of existing infrastructure, including transit, to maintain efficient development patterns and support transit-supportive developments. Within Major Transit Station Areas, a compatible mix of uses are supported including a mix and range of housing types in appropriate compact built forms to meet current and future needs of the Region. The subject property is located within the “Gateway Terminal” Major Transit Station Area (HLRT-22), which seeks to achieve a minimum density 160 residents and jobs combined per hectare.

The proposed development represents an appropriate and efficient intensified built form that efficiently utilizes existing infrastructure including water, wastewater, hydro-electric, roads, and transit, which contributes to the achievement of cost-effective land use patterns and optimization of transit investments. Furthermore, the subject property is located within a Major Transit Station Area, which is intended to accommodate intensification that contributes to achieving the Regions growth forecasts to meet or exceed the minimum transit-supportive density target of 160 residents and jobs combined per hectare. The proposed development contemplates 1,878 new rental residential units on approximately 3.99 hectares of land. This represents a residential density of approximately 469.5 residential units per hectare on the subject property, and approximately 34.14 residential units per hectare within the Gateway Terminal Major Transit Station Area, which maintains an area of 55 hectares.

The proposed development will contribute to housing supply by introducing a range and mix of rental housing units in 1-3 bedroom configurations that will meet current and future needs of the Region of Peel and the City of Brampton. This will help ensure that an adequate supply of rental housing stock, that is considerate of social and economic factors, is available to meet forecasted growth. As per Table 4 of the Region of Peel Official Plan, 25% of all new housing units are targeted for rental tenure, and 50% of new housing are to be in forms other than detached and semi-detached houses.

The proposed development will contribute to the provision of complete communities as the subject property is served by existing transit infrastructure and is located in a built-up urban area that includes various compatible land uses including office, institutional, recreational, commercial, retail, and open space uses. Approximately 400 metres east of the subject property at the intersection of Steeles Avenue West and Hurontario Street is the Brampton Gateway Terminal. The Brampton Gateway Terminal provides local and regional transit connections, including bus rapid transit, that provides convenient access for residents to other key areas of the City and beyond. Within an approximate 1-kilometre radius of the subject property are schools, a library, public parks, natural open space, recreational facilities, religious uses, grocery stores, restaurants, and other commercial and retail uses that support the daily needs of residents. The proposed development includes walkways that connect with existing walkways and sidewalks, which connects residents to nearby amenities and promotes engagement with the urban environment.

The proposed development will ultimately assist the Region of Peel and the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional growth forecasts, fostering vibrant complete communities, and providing new residential housing options to meet current and future needs. The proposed development appropriately directs growth to lands that maintain a land use policy framework that supports increased density and intensification, and further reinforces, optimizes, and efficiently uses existing infrastructure and services.

Region of Peel staff has informed that a Holding (H) Symbol may need to be used within the implementing Zoning By-law Amendment, to ensure that a satisfactory Functional Servicing Report (FSR) and Traffic Impact Study (TIS) be approved. The applicant is working with Regional staff on this matter towards resolving the issues. Prior to the enactment of the zoning amendment, City staff will receive confirmation from Region of Peel staff regarding whether the H symbol is required. With this, staff are satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan provides a policy framework to guide physical development and facilitate land-use decision-making to meet current and future needs of its residents.

The subject property is designated “Residential” in Schedule A of the Official Plan. As per Schedule 1: City Concept of the Brampton Official Plan, the subject property is also designated “Communities” and “Gateway Mobility Hub” and located within a “Major Transit Station Area”, and maintains frontage onto Steeles Avenue West, which is a “Primary Intensification Corridor”. Steeles Avenue West is also considered a “Primary Corridor” in Schedule 2: Flower City Strategy Street Corridor Master Plan, “Major Arterial (Regional)” in Schedule B: City Road Hierarchy, and “BRT Corridors” in Schedule C: Transit Network.

The proposal was evaluated against the City of Brampton Official Plan and is consistent with the applicable policies.

2.4.2 Managing Growth

- b) Promote balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density and mixed-use development in the Central Area, including the Urban Growth Centre, along intensification corridors and around mobility hubs and major transit station areas and by designating sufficient commercial lands;*
- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*
- f) Promote the efficient use of existing City and Regional services and infrastructure.*

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.*

3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up 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. These centres have City-wide significance as part of the City's transit network.

Major Transit Station Areas will be planned to accommodate appropriate uses and densities depending on their location. 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. Other Major Transit Station Areas include Fletcher's South at the Courthouse, Bram East, Bramalea City Centre and Trinity Commons. At some of these nodes, integrated office development is envisaged with a number of supporting uses including hotels, convention facilities, retail, institutional, recreational, and in appropriate locations, residential. Each node will have its own development parameters in terms of uses, scale, mix and densities, as prescribed by the respective secondary plan. Strong urban form and superior physical design are required to contribute to place making and to reinforce their landmark role and image.

In addition to policies of this Plan, the following specific policies shall apply to lands within Major Transit Station Areas:

- 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.*
- 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.*
- 3.2.5.1.3 Development within a Gateway Hub that has undergone a comprehensive high order transit/land use planning study may exceed the general height and massing guidelines of the Gateway Hub in accordance with the detailed provisions of the comprehensive study.*
- 3.2.5.1.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12.*
- 3.2.5.1.5 The City shall prepare a comprehensive master plan for Gateway Mobility Hubs, together with a review of relevant secondary plans, to guide land use, the distribution of intensity, and urban form. Prior to completion of the comprehensive master plan, individual development applications may proceed provided that they are in keeping with the intent of this Plan and do not compromise the outcome of the master planning process.*
- 3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.*
- 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.*
- 3.2.6.4 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.*
- 3.2.6.6 The City shall prepare a comprehensive master plan, together with a review of the City's secondary plans, to guide land use, the distribution of intensity and, urban form. Prior to the completion of the comprehensive master plan, individual development applications may proceed provided that they are in keeping with the intent of this Plan and do not compromise the outcome of the master planning process.*
- 3.2.8 New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living*

throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.

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.

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

4.2 Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.
- (v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas.
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

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

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
• Low Density	<ul style="list-style-type: none"> • 30 units / net hectare • 12 units / net acres 	<ul style="list-style-type: none"> • Single detached homes
• Medium Density	<ul style="list-style-type: none"> • 50 units / net hectare • 20 units / net acre 	<ul style="list-style-type: none"> • Single detached homes • Semi-detached homes • Townhouses
• High Density	<ul style="list-style-type: none"> • 200 units / net hectare • 80 units / net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes

		<ul style="list-style-type: none"> • <i>Maisonettes</i> • <i>Apartments</i>
--	--	---

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

- 4.2.1.3 *The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*
- 4.2.1.6 *Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.*
- 4.2.1.9 *The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.*
- 4.2.1.14 *In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:*
- (i) Variety of housing types and architectural styles;*
 - (ii) Siting and building setbacks;*
 - (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
 - (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
 - (v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at "T" intersections, and housing at parkettes;*
 - (vi) Incorporation of multiple unit dwellings and apartments; and,*
 - (vii) Landscaping and fencing on private property;*
- 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.*
- 4.5.4.20 *The City shall, where feasible, encourage the incorporation of transit shelters and waiting areas into the entry design of buildings that are located abutting existing or future transit stops and are accessible to all users including persons with disabilities.*
- 4.5.4.21 *The City shall require superior urban design for development within Mobility Hubs and Major Transit Station Areas to ensure access to walking, cycling and transit is safe, convenient, comfortable and attractive.*
- 4.5.4.22 *The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.*
- 4.5.4.24 *The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development.*

- 4.5.4.26 *The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.*
- 4.7.2.5 *The City will require developers of multiple residential developments (i.e., block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.*
- 4.11.1.1 *The physical design of a site shall relate to its role in and enhance the overall City structure.*
- 4.11.1.2 *The physical design of a site shall contribute to the promotion of the vision and image of Brampton as a major urban centre and a sustainable and attractive city including the Flower City Strategy.*
- 4.11.3.1.1 *Mid-rise buildings shall address the following design issues:*
- *Building articulation and efficiencies;*
 - *Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
 - *Servicing (i.e. loading, garbage, parking);*
 - *Separation between commercial and residential;*
 - *Access to transit;*
 - *The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
 - *Build along the streetline and maintain common setback; and,*
 - *Ground floor uses.*
- 4.11.3.1.2 *Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.*
- 4.11.3.1.3 *In addition to addressing the aspects for mid-rise buildings listed in 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.*
- 4.11.3.2.3 *Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*
- 4.11.3.2.5 *There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*
- 4.11.3.2.7 *The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*
- 4.11.3.3.3 *A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*
- 4.11.4.7 *[...] All development and redevelopment will be subject to the consideration of the following elements:*

- (i) *Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- (ii) *Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- (iii) *Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- (iv) *Diversity: How the physical development promotes a diversity of design, form, and use.*
- (vii) *Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- (viii) *Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- (xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- (xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis: City of Brampton Official Plan (2006)

The subject property is designated “Residential”, which permits predominantly residential uses including a full range of dwelling types from single detached dwellings to high-rise apartments as well as parks and other complimentary uses. “Communities” are intended to evolve into complete communities by maximizing infill and intensification opportunities to support land use patterns that meets the needs of people’s daily needs throughout an entire lifetime. This includes providing convenient access to an appropriate range and mix of housing, employment, public services, and local services. The subject property is also within a “Major Transit Station Area” and is located near a “Gateway”, which is a “Mobility Hub”. These delineated areas are around existing or planned high order transit services that supports intensification for employment, residential, civic, cultural, and recreational uses. Mobility Hubs and Major Transit Station Areas are intended to accommodate a significant portion of growth that optimizes existing infrastructure and services; provide high-quality urban spaces; provide a diverse range of employment and residential uses; support compact urban forms; and minimize environmental impacts. Additionally, Gateway Mobility Hubs maintain regional significance as they provide connections to centres outside of the region, and therefore, supports the most growth than other areas within Major Transit Station Areas.

The proposed development contemplates a high-density compact urban form that will introduce four (4) new residential buildings that are 6-storeys, 14-storeys, 40-storeys, and 45-storeys in height, consisting of 1,878 purpose-built rental units in 1-3 bedroom configurations. The proposed development will support transit investment and reinforce

the Major Transit Station Area as a place that accommodates growth and greater densities; high-quality developments; transit-oriented developments; urban place-making; a compatible mix of land uses; and a built-form that reflects local context. Additionally, the subject property is approximately 400 metres west of a Gateway Mobility Hub, which is the Brampton Gateway Terminal. The Brampton gateway Terminal provides local and regional connections, including bus rapid transit, that connects residents to other areas of the city and beyond. The proposed development is consistent with the land-use policy framework for Major Transit Stations and Gateway Mobility Hubs as it optimizes existing transit infrastructure in an intensified compact built-form on lands suitable for this type of residential development. The proposed development further supports the City's density targets and represents transit-oriented developments.

The proposed development includes residential units in 1-3 bedroom configurations, which increases the City of Brampton's housing stock through the provision of a range and mix of available rental housing types. This supports the achievement of providing rental housing that considers the social and economic needs of residents to accommodate population growth to the year 2031. As per Section 4.2.1.6, the City is to accommodate at least 26,500 residential units between 2006-2031 within the built-up area. Additionally, the proposed development features elements that support complete communities. Future residents of the proposed development will have convenient access to transit, schools, parks, open space, recreational facilities, religious uses, employment, local services, and public services within an approximate 1-kilometre radius.

The configuration of the proposed development includes the provision of four (4) parks with recreation equipment; pedestrian amenities including benches, lighting, and soft and hard landscaping; open space; and a connected system of internal walkways that connect to Steeles Avenue West, Kaneff Park, and Shoppers World, which is a large commercial shopping mall that consists of various commercial and retail uses. The proposed development is also sensitive to surrounding land uses, particularly the stable low-density residential neighbourhood to the west. The 6-storey and 14-storey residential buildings are located near the west property line and is appropriate setback to maintain a 45-degree angular plane. The 40-storey and 45-storey residential buildings are located near the east property line towards the intersection of Hurontario Street and Steeles Avenue West. The built form and configuration of the proposed development contributes to place-making and the creation of high-quality, vibrant, and accessible urban spaces that reflects local context and needs. The location of the tall buildings towards Steeles Avenue West and Hurontario Street, mitigates height, shadowing and privacy impacts on the abutting low-rise residential lands. Additionally, the subject property is serviced by existing water, wastewater, telecommunication, and hydro-electric infrastructure, which effectively utilizes existing servicing infrastructure.

Steeles Avenue West is a "Primary Intensification Corridor", which accommodates intensified transit-supportive land uses that connects communities with key destinations. Policies governing Intensification Corridors are similar to that of Major Transit Station Areas and Mobility Hubs such that higher density developments are encouraged along Intensification Corridors, which will be supported by transit services. The proposed

development maintains the planned intent and function of Primary Intensification Corridors.

Staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, Draft Brampton Official Plan, 2023

The City of Brampton's Draft Official Plan, 2023 ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan reinforces upper-level planning policies of the PPS, the Growth Plan, and the Region of Peel Official Plan. Policies within the Brampton Plan are not yet in full force and effect. The Brampton Plan was endorsed by Council on November 1, 2023, and is currently awaiting approval by the Region.

The subject property is within "Community Areas", "Urban Centres" (Uptown), "Primary Major Transit Station Areas" is proximal to "Gateways" in accordance with Schedule 1A: City Structure, and is further identified as within the "HLRT-22" Major Transit Station Area in Schedule 1B: Major Transit Station Areas. The subject property is designated "Mixed Use" in Schedule 2: Designations, partially within the "Hurontario-Main Corridor Secondary Plan (55)", partially within the "Brampton Flowertown Secondary Plan (6)" in Schedule 10: Secondary Plans, is within "Built-up Area" in Schedule 5: Provincial Plans & Policy Areas, and is within "Mature Neighbourhoods" in Schedule 12: Site and Area Specific Policies. The subject property maintains frontage onto Steeles Avenue West, which is considered "Primary Urban Boulevards" in Schedule 1A: City Structure, "Higher Order Transit (BRT or LRT)" in Schedule 3B: Transit Network, and "Major Arterial (Regional)" in Schedule 3C: Streets Networks. The subject property is further designated "Mixed-Use (High-Rise Mixed-Use)" with a "Height Transition Area" along the westerly limits of the subject property in accordance with Schedule 13m: Brampton Major Transit Station Areas, HLRT-22 Gateway Terminal Land Use Plan.

Although the Brampton Plan is not yet in full force and effect, the proposal was evaluated against the Brampton Plan and is consistent with the applicable policies.

- 2.1.1.1 *The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City-Wide Growth Management Framework and Mobility Framework by:*
- d. *Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks*
 - e. *Directing the majority of growth to Strategic Growth Areas of the city, including Urban and Town Centres, Primary and Secondary Urban Boulevards, and Major Transit Station Areas, as identified on Schedule 1A to support sustainable city-building and to prioritize*

investments in regional and city infrastructure including water, sewage, transit, community and emergency facilities, and commercial amenities. This will lead to the efficient use of land, infrastructure, and services.

- f. Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

2.1.2.2 The tallest buildings will be directed to Urban Centres. Within Boulevards and within Major Transit Station Areas, taller buildings may be permitted, subject to the applicable built form, design, and implementation policies of this Plan.

2.1.2.3 A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.

2.1.2.11 Both residential and employment growth will be located in Centres, Boulevards, Corridors, and Employment Areas (subject to the policies in the Employment Area section that limit residential uses) in our City- Wide Growth Management Framework, including locations of existing or planned transit and community services and facilities.

2.1.2.15 Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. Table 1 of Brampton Plan identifies the minimum population, employment, and housing forecasts and changes would require an amendment to this Plan.

Table 1 – Minimum Population, Employment, and Housing Units Growth Forecast

Year	People	Employment	Households
2016	615,700	191,300	168,100
2021	703,000	211,000	186,000
2041	930,000	315,000	270,000
2051	985,000	355,000	290,000

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

2.1.2.20 Intensification in Brampton will be accommodated by:

- a. Directing intensification, with the highest densities and heights primarily to Centres, which includes the Provincial Urban Growth Centre, Urban Centres, Town Centres, Boulevards, along Corridors and within Major Transit Station Areas.
- b. Promoting a variety of built forms along Boulevards and Corridors. Development in these areas will respond to the existing and planned built form context in their respective designations, subject to the transition, form and design policies of this Plan.
- d. Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights development above Civic Infrastructure, transit facilities, and community facilities, where appropriate.

2.1.2.24 The City will maintain, at all times:

- a. The ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment; and,
- b. Land with servicing capacity sufficient to provide at least a threeyear supply of residential units available through lands suitably zoned to facilitate intensification.

2.1.2.27 To optimize the use of land in Brampton, a significant portion of growth will be directed to Centres and Boulevards. Table 2 establishes the minimum density targets for each Centre

which includes the City's Urban Growth Centre (200 residents and jobs combined per hectare by 2031).

Table 2 – Minimum Density Targets for Centres

Location	Classification	Minimum Density Targets (Persons and Jobs Per Hectare)	Additional Policy Context
Uptown	Urban Centre	160	Primary Major Transit Station Area

- 2.1.2.30 Over the life of this Plan, the City will plan to achieve the minimum density target as shown in Table 3 to create a critical mass of people and jobs essential to making existing and planned rapid transit viable and create a compact urban form with a diverse mix of land uses, housing types, job opportunities, and amenities.

Table 3 – Primary Major Transit Station Areas in Brampton

Major Transit Station Area (Schedule 1B)	Higher-Order Transit Boulevard	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Brampton Plan Planning Context (Schedule 1A)	Status (As of March 2022)
Gateway Terminal Charolais HLRT-22	Hurontario LRT	160	Urban Centre (Uptown)	In delivery

- 2.2.1.1 Our Strategy to Build an Urban City implements the policies of our City Structure and the City-Wide Building Blocks. The policies of each designation must be read together to understand the vision and intent for each area. The following provides a summary of each designation (Schedule 2) which forms Our Strategy for Building an Urban City:
- a. The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.
- 2.2.1.2 Overlays, shown on Schedule 1A, apply to one or more of the underlying designations. The following provides a summary of each overlay which forms Our Strategy for Building an Urban City:
- a. The Urban Centre and Town Centre are conceptual overlays which indicate the City's principal locations for growth, accommodate important regional amenities, and provide for the greatest mix of uses, intensity, form, and scale in Brampton. The exact boundaries for these areas will be determined through their respective Secondary Plan processes.
 - b. The Primary Urban Boulevard and Secondary Urban Boulevard overlays provide for greater intensity, form, and scale along key Corridors where there has been investment in higher-order transit to support placemaking in key transit-supported locations, but at a lesser scale than Centres. Boulevards function as both destinations and connections and provide for a mix of uses, moderate intensification and a vibrant street life.
- 2.2.3.1 Each Urban Centre and Town Centre will be subject to a Secondary Plan or Major Transit Station Area study, which will establish a vision for each Centre.
- 2.2.3.3 In 2051, Brampton's Urban and Town Centres will be highly connected hubs of activity that feature a variety of land uses including a diversity of housing types and tenures, and jobs,

promoting opportunities for social and economic exchange. Urban and Town Centres will be gathering places that serve a regional function where the Mobility Network converges. To achieve this, development in Urban and Town Centres will:

- a. Foster Vibrant Urban Places. Centres will maintain and enhance an urban pattern of built form and streets, open space network, site design, enhanced public realm and a balanced mix of uses.*
- b. Prioritize Sustainable Mobility. Centres will encourage comfortable and enjoyable active transportation facilities, especially with direct connections to Rapid Transit stations, while discouraging uses, site design and building forms that create reliance on private automobiles.*

2.2.3.4 Growth in the city will be directed to Centres and Boulevards as shown on Schedule 1A in order to achieve the following:

- a. The efficient use of land, infrastructure and services.*
- b. A concentration of people and employment opportunities in areas that have convenient access to transit and that supports trips made by active modes of transportation.*
- c. A broad range of uses in accordance with the permitted uses of this section to support complete communities and the creation of 15-minute neighbourhoods city-wide.*
- d. Building types and tenures to provide a full mix and range of housing options, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.*
- e. Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.*
- f. Improved air quality, energy efficiency, and reduced greenhouse gas emissions.*
- g. Green infrastructure to improve surface and groundwater quality.*

2.2.3.5 The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1A:

- a. A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and local institutional, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.*

2.2.3.7 Urban Centres will be planned to achieve the minimum density targets established in Part 2.1.

2.2.3.11 Growth and development within Urban and Town Centres will primarily occur through redevelopment and intensification, comprised of compact, high-quality buildings. Growth and development will contribute to vibrancy, and high quality urban living within Centres by:

- a. Adhering to the City-Wide Urban Design Guidelines*
- b. Placing priority on the pedestrian experience through:*
 - i. The site layout and building location;*
 - ii. A building design that reinforces pedestrian comfort and safety;*
 - iii. Orienting building entrance toward the street;*
 - iv. Ground related uses that address the street and the orientation of new buildings to create a positive pedestrian experience and high quality public realm; and*
 - v. Supporting pedestrian and user comfort to mitigate adverse effect due to inappropriate wind turbulence and velocity within the public realm, through design.*
- c. Offering a variety of formal and informal gathering spaces through the provision of recreational open spaces, city parks, and urban plazas.*
- d. Leveraging proximity and access to the Rapid Transit Network, as well as local bus routes, through direct pedestrian routes, where possible, and the integration of development with transit infrastructure.*
- e. Providing for compatibility and harmony in architectural style with adjacent uses that are of architectural or historical significance.*

- f. *Encouraging building design that represents individual creativity and innovation to create a cohesive fabric of buildings, develop a distinctive character and identity of each Centre, and contribute positively to the city's image.*
- g. *Encouraging through all public works that a high-quality pedestrian environment is achieved through streetscape improvements such as widened sidewalks, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.*
- h. *Considering publicly-accessible mid-block pedestrian connections through proposed development sites connecting with the Active Transportation Network on existing and future adjacent sites.*
- i. *Providing massing and architecture within each Centre which provides for clearly defined main entrances and windows, enhanced façade treatments along sidewalks and walkways, and the provision of weather protection features that support the pedestrian environment.*
- j. *Regulating through the Zoning By-law, as appropriate, requirements for maximum lot coverage, minimum landscaped open space, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, and/or materials.*

2.2.4.1 *Boulevards will be transformed incrementally over this Plan's planning horizon and will vary in terms of intensity, form, and scale depending on the level of transit investment. To achieve this, development in Boulevards will:*

- a. *Cultivate Sustainable Urban Places. Boulevards will be urban places where people live, work, and play and respond to Major Transit Station Areas and transit investment along the corridor. Buildings will fit into their existing or planned context, adhere closely to the street, creating a continuous cluster of activity.*
- b. *Support Transit Viability. Appropriate development densities and form Boulevards within Major Transit Station Areas will create the critical mass essential to make local transit systems viable.*
- c. *Create Complete Streets. Boulevards function as key meeting places in the city due to the Major Transit Stations Areas along them, bringing residents to these desirable locations and to the mix of amenities, services, and shops. Along these higher order transit spines, most people walk, roll, or cycle to and from transit stops to their destination, along a safe, comfortable, and enjoyable public realm.*
- d. *Enable Characteristics for Modern Living. Boulevards will have several essential characteristics for modern living and working, as well as being a focal point and destination for activity. The design of Boulevards will comprise of buildings that frame the street, at a scale and form that is supportive as well as respects the existing context. A mix of uses with at-grade commercial uses will support a vibrant and diverse public realm.*

2.2.4.3 *The following policies apply to Primary and Secondary Urban Boulevards shown on Schedule 1A:*

- a. *A broad range of residential, retail, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted. Residential uses may only be permitted on lands designated Mixed-Use Employment in accordance with the policies for the Mixed-Use Employment designation within certain Major Transit Station Areas, subject to the outcomes of the respective Major Transit Station Area study.*
- g. *The design of new development will consolidate and where achievable, relocate parking and service areas underground or to where they are not visible from streets and pedestrian areas. New accessory surface parking lots along Primary Urban Boulevards will be discouraged and will not be permitted to front along a Primary Urban Boulevard.*

2.2.4.4 *Primary and Secondary Urban Boulevards will redevelop over time as higher density mixed-use areas, focusing on residential and employment intensification for the existing Community and Employment Areas respectively, that they overlay.*

- 2.2.4.6 *New development within Primary and Secondary Urban Boulevards will have regard for the existing character and built form of adjacent lower density Neighbourhoods and provide transition in accordance with the design policies of this Plan.*
- 2.2.4.8 *The highest intensity will be directly adjacent to transit stations located within the Primary and Secondary Urban Boulevards.*
- 2.2.4.17 *Lands within Primary Major Transit Station Areas will be developed in accordance with land use designations shown on Schedules 13A-13N to generally meet the following objectives:*
- b. Support an appropriate mix of transit-supportive uses and densities and a compact urban form that contribute to the development of healthy and sustainable complete communities;*
 - c. Concentrate the highest intensity within close proximity to the transit station or stop and transition to a lower intensity built form for properties that do not have frontage along existing or planned high order transit corridors;*
 - d. Provide appropriate transitions in height and density to adjacent established low density residential areas, provided planning outcomes are achieved for MTSA areas, including density targets;*
 - e. Provide an active transportation network throughout, including multimodal access to stations and connections to nearby major trip generators;*
 - f. Provide a range and mix of housing options, unit sizes and tenure, including affordable housing, to attract a broad range of demographics and to meet local needs;*
 - j. Provide an adequate amount of public or private park and open spaces that integrate with and enhance the existing city-wide parks and open space system;*
 - l. Support high quality public realm improvements;*
- 2.2.6.1 *In 2051, Brampton's Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, complete communities. To achieve this, Brampton Plan will:*
- a. Plan for Intensification. Mixed-Use areas will support increased population, employment and household growth through a broad range of uses that create places where residents can live, work and play in a manner that helps to achieve reduced emissions, improve energy efficiency, promote sustainable transportation options, increase resilience to climate change and create great places to experience across Brampton.*
- 2.2.6.2 *Lands designated Mixed-Use on Schedule 2 will:*
- a. Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.*
 - b. Concentrate a broad range of uses that create attractive multistorey street-related building environments.*
 - c. Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.*
 - d. Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.*
 - e. Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.*
 - f. Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as familyfriendly housing units in key growth areas.*

- g. Have connection and access to community services, including schools, parks, community centres, libraries and childcare.*
- h. Improve the pedestrian experience by making it attractive, comfortable and safe.*
- i. Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.*

2.2.6.3 The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:

- a. A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;*

2.2.6.15 The minimum density target for lands located within the Mixed-Use designation is established in Part 2.1 of Brampton Plan or will be outlined in a Secondary Plan.

Analysis: Brampton Plan, Draft Brampton Official Plan 2023

The subject property is within “Community Area”, “Urban Centres” (Uptown), “Primary Major Transit Station Areas” (HLRT-22), “Mature Neighbourhoods”, and is located in proximity to “Gateways” (Brampton Terminal Gateway). The subject property is designated “Mixed Use” (High-Rise Mixed-Use) and contains a “Height Transition Area” along the westerly limits. Steeles Avenue West is classified as “Primary Urban Boulevards” and “Higher Order Transit (BRT or LRT)”, and “Major Arterial (Regional)”. These designations are intended to support an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities in a compact, intensified urban form that optimizes and efficiently uses land and existing infrastructure including transit. These designations also support the creation of complete communities, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including residential, office, open space, recreational, cultural, and institutional uses.

The proposed development maintains the planned intent and function of the subject property’s designations by providing a compact and intensified residential apartment concept on lands that are served by existing water, wastewater, telecommunication, and transit services along a regional road that supports higher order transit services. The subject property is located within an established built-up urban area that consists of a mix of uses including residential, commercial, institutional, retail, local services, open space, parks, recreational facilities, and religious uses that are accessible through active transportation and transit services. The proposed development will reinforce the Major Transit Station Area as a place that accommodates higher densities in a manner that reflects vibrant complete communities.

The proposed development serves to meet growth forecasts and density targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051. As per Section 2.1.2.27 and Section 2.1.2.30 of the Brampton Plan, the minimum density target for the subject property is 160 persons and jobs per hectare. The proposed development will introduce 1,878 new purpose-built rental apartment units in 1-3 bedroom configurations on approximately 4 hectares of land, representing a density of

approximately 469.5 people per hectare, which exceeds the minimum requirements. The proposed development functions to support population growth and housing demands in a built urban form that is suitable for the subject property in accordance with the land use policy framework.

The built form of the proposed development includes podiums with residential towers that are stepped back; indoor and outdoor amenity spaces including recreational equipment; hard and soft landscaping; and street furniture, which reinforces the street edge and supports a pedestrian-oriented environment. The design of the buildings reflects the surrounding urban context by incorporating elements that reflect mid-20th century modernist architecture including horizontal and vertical façade treatments, appropriate setbacks, step backs, windows, and balconies. The proposed development contributes to the creation of high-quality, attractive, and vibrant urban spaces with a distinct character that contributes to the City's image.

Staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Brampton Plan.

Brampton Flowertown Secondary Plan (Area 6)

The Brampton Flowertown Secondary Plan provides a land use policy framework in accordance with the City of Brampton Official Plan to guide development within the secondary plan area.

The subject property is partially located within the Brampton Flowertown Secondary Plan area, specifically the northern portion. The subject property is designated "High Density Residential" in the Brampton Flowertown Secondary Plan.

The proposal was evaluated against the Brampton Flowertown Secondary Plan and is consistent with the applicable policies.

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

Analysis: Brampton Flowertown Secondary Plan (Area 6):

The proposed development consists of four (4) new purpose-built rental residential buildings that are 6-storeys, 14-storeys, 40-storeys, and 45-storeys in height, which includes 1,878 residential units in 1-3 bedroom configurations on lands that are approximately 4 hectares (39,909.0 square metres) in size. The subject property is designated "High Density Residential", which is generally intended to support higher density residential built forms in accordance with Section 4.2.1.2 of the Official Plan. Section 4.2.1.2 of the Official Plan provides the New Housing Mix and Density for residential uses. The proposed development is classified as "High Density" under Section 4.2.1.2, which seeks a maximum density of 200 units per net hectare (80 units per net acre) and permits townhouse, duplex, maisonette, and apartment housing types.

The proposed development contemplates a built form that meets the intended function and use of the “High Density Residential” designation of the Brampton Flowertown Secondary Plan. The proposed development represents an increase of residential density of approximately 469.5 units per net hectare for the subject property, which exceeds the density target as illustrated in Section 4.2.1.2 of the Official Plan. Section 4.2.1.2 of the Official Plan states that:

“The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.”

Furthermore, the subject property is located within a Major Transit Station Area, a Gateway Mobility Hub, and is located along a Major Arterial Road, Primary Intensification Corridor, and BRT Corridor. The subject property’s land use policy framework supports higher residential densities, which the proposed development is aligned with. The proposed development is also anticipated to increase the overall density of the HLRT-22 Major Transit Station Area; support the establishment of complete communities; reinforce transit ridership and investment; and provide an appropriate range and mix of purpose-built rental housing on suitable lands.

Staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Brampton Flowertown Secondary Plan.

Hurontario-Main Corridor Secondary Plan (Area 55):

The Hurontario-Main Corridor Secondary Plan provides a land use policy framework in accordance with the City of Brampton Official Plan to guide development within the secondary plan area.

The subject property is partially located within the Hurontario-Main Corridor Secondary Plan area, specifically the southern portion of the subject property. The subject property is designated “High Density One” with a “Height Transition Area” in the Hurontario-Main Corridor Secondary Plan (Area 55).

The proposal was evaluated against the Hurontario-Main Corridor Secondary Plan and is consistent with the applicable policies.

4.1 PLANNING PRINCIPLES

In addition to the planning framework and principles included in Part I – The General Plan of the Official Plan the following general principles, planning vision, goals and objectives constitute the basis for the formulation of the Hurontario-Main Secondary Plan:

- i) The planning principles of this Chapter are based on the principles of sustainable development and support a transit-oriented approach to land use planning.*
- ii) The Hurontario-Main Corridor Secondary Plan supports the urban growth policies of the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the Sustainable City Structure and other relevant policies of the City’s Official*

- Plan. The Hurontario-Main Corridor is planned to be a compact, connected and sustainable district that will be supported by higher order transit (including Light Rail).*
- iii) The Hurontario-Main Corridor Secondary Plan will continue to celebrate and support the preservation of the stable neighbourhoods and open space network adjacent to the Secondary Plan Area.*
 - iv) The land use policies in this Chapter are designed to maximize the redevelopment potential of the Secondary Plan Area by contributing to the critical mass of people and jobs required to take advantage of Light Rail transit along this Corridor.*

The Planning Vision for the Hurontario-Main Corridor Secondary Plan is to:

- a) Create a complete street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and livable, Mixed-Use neighbourhoods, integrated with the higher order transit system;*
 - b) Recognize and reinforce the Regional Urban System and the planned Sustainable City Structure of Brampton and, accordingly, encourage Mixed-Use, compact, intensified transit oriented development along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods and the local natural heritage system; and,*
 - c) Take advantage of reliable, frequent, comfortable and convenient public transit with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network.*
- 4.2.1 Promote higher density Mixed-Use development along the Corridor that will contribute to the ridership for a Light Rail transit system as well as active transportation;*
 - 4.2.3 Establish a public realm including a pedestrian-scaled, pedestrian-oriented, vibrant streetscape and a built form that is attractive and has a superior standard of design and architecture;*
 - 4.2.5 Encourage the development of a traffic network that supports active transportation such as pedestrian and cycling opportunities, travel choices, transit access and service throughout the Secondary Plan Area and adjacent communities;*
 - 5.1.1 Higher densities will be designated in key locations along the Corridor, in proximity to the transit stops near the intersection of Hurontario Street with Steeles Avenue, Sir Lou Drive and County Court Boulevard. This will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations and increases the likelihood that people will use higher order transit, which, in turn, will improve the efficiency and frequency of the transit system. Accordingly, the densities permitted under the various designations in the following sections recognize the varying characteristics along the Corridor.*
 - 5.2.1 The residential designations shown on Schedule 'SP 55(a)' are categories in which the predominant use of land is for high and medium density residential dwellings including apartment buildings and townhouses.*
 - 5.2.2 The land designated High Density One fronting Steeles Avenue West on the west side of the Shoppers World site includes the existing Kaneff apartment complex that is located in proximity to the key Steeles Avenue-Hurontario Street node. Notwithstanding Section 3.2.6.2 of the Official Plan the following policies shall apply within lands designated High Density One:*
 - i) Densities should not exceed 4.0 FSI;*
 - ii) Building height should not exceed 78.0 metres (25 storeys);*

- 5.9.1 *The general intent of this Chapter is to promote the development and maintenance of an efficient transportation system in accordance with Part 1 Section 4.4 of the Official Plan that will:*
- i) Promote the use of public transit in conjunction with land use policies that will provide the support and ridership for a higher order transit system;*
- 5.9.2 *The major public transit facilities within the Secondary Plan Area includes planning for a higher order transit corridor along Hurontario/Main Street along with associated transit stops at the general locations shown on Appendix F, a BRT corridor along Steeles Avenue West, a Mobility Hub Gateway designation around the intersection of Hurontario/Main Street and Steeles Avenue West and a Major Transit Station Area designation around the intersection of Hurontario/Main Street and Ray Lawson Boulevard.*
- ii) New development shall be designed to support, complement and integrate transit and other transportation infrastructure;*
- 5.9.4.1 *Policies*
- i) New development and redevelopment shall support a pedestrian-scaled network of connected local streets and sidewalks linking neighbourhoods, parks, transit stops, services and other desirable destinations.*
 - v) Wherever possible, connections through blocks shall be developed and direct walkway routes provided to natural areas and parks, businesses, transit stops, schools, community facilities and other desirable destinations.*
 - vi) New development shall promote pedestrian connections. Gated developments, cul-de-sacs and other approaches to development, which reduce connectivity, shall not be permitted.*
- 5.9.5.1 *Policies*
- ii) Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition these buildings are encouraged to provide showers and change facilities;*
 - iii) Bicycle parking areas shall be well lit and designed to ensure safety;*
- 5.9.6 *Parking*
- ii) Parking structures, underground parking and side-street parking will be encouraged. Surface parking is discouraged but, if provided, shall be located behind or beside buildings, where the side edge of the building does not front a street. There will be no parking between a building and Hurontario/Main Street or at intersections;*
- 5.11.1 *The following design policies set out the requirements and expectations for the development of lands within the Secondary Plan Area in order to create a sustainable, attractive, safe and pedestrian-oriented environment. These policies shall be addressed in conjunction with the design guidelines provided in the Hurontario/Main Street Corridor Master Plan (October 2010), the Streetscape and Urban Design Strategy included in the Hurontario-Main LRT (HMLRT) Transit Project Assessment (September 2014) and the Metrolinx Mobility Hub Guidelines.*
- i) All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;*
 - ii) Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural*

heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;

- iii) Designated as a Main Street Primary Corridor in the Official Plan, the Hurontario/Main Street Corridor will receive the highest level of design treatment followed by the Primary Corridor designation on Steeles Avenue;*
- iv) Development shall be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area in accordance with Appendix E and the guidelines for Green Connectors provided in the Hurontario/Main Street Corridor Master Plan;*
- v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;*
- vi) The layout of the streets, configuration of lots and siting of buildings shall ensure that:*
 - a. There are a variety of frontage and setback arrangements adjacent to primary public streets in accordance with Appendices B, C and D of this Plan;*
 - b. Streets and natural heritage and recreational open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;*
 - c. Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;*
 - d. Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;*
 - e. Pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,*
 - f. The safety and security for all persons within public places and service areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance. Crime Protection through Environmental Design (CPTED) principles shall be applied to all public spaces.*

5.11.2 Place-Making

- i) Development within the Secondary Plan Area shall meaningfully contribute to the character and quality of the different Character Areas (Appendix A) in order to foster community spirit and build civic pride and identity, through design and integration of the built form and public realm as part of a participatory design process;*
- ii) Growth is intended to support transit, facilitate 'place-making' and to enhance the Corridor;*

5.11.6 Transition Areas

- i) As illustrated on Schedule SP55(a), Height Transition Areas have been designated adjacent to stable lower density residential areas. The purpose of these transition areas is to ensure that new development is appropriately scaled and blended into existing neighbourhoods, by introducing a height transition plane that will apply to development within the Corridor. Additional Height Transition Areas may be identified by the City to allow for heritage, environmental or urban design considerations.*
- ii) Within the Height Transition Areas generally identified on Schedule SP55(a), the maximum building height shall be limited by a plane that extends from the centre of street, rear lot line and/or side lot line, as appropriate, at a 45 degree angle up towards the building, as in the examples illustrated in Appendix G.*
- iii) Notwithstanding the Height Transition Area designation, any new building within the Secondary Plan Area shall generally be a minimum of 3 storeys in height.*
- iv) A step back along a 45 degree angular plane will also be required for new and renovated buildings that are adjacent to a property with significant heritage resources*

that are listed, designated, or identified through a Heritage Impact Statement as may be required by the City.

- 5.12 *To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Secondary Plan Area 55 is planned to accommodate an ultimate yield in the order of 45,100 residents and 12,400 jobs (454 people plus jobs combined per hectare or 184 people plus jobs combined per acre). Implementing zoning by-laws shall include provisions that support the achievement of these targets.*

Analysis Hurontario-Main Corridor Secondary Plan (Area 55):

The subject property is designated "High Density One" with a portion of the westerly limits of the subject property having a "Height Transition Area". The "High Density One" designation generally maintains a density of 4.0 FSI and a building height of 78.0 metres (25 storeys). Lands within "Height Transition Area" are located adjacent to existing stable lower density residential neighbourhoods and are intended to appropriately transition in size and scale by maintaining an unobstructed 45-degree angular plane. It is the general desire of the Secondary Plan to maximize development potential; support existing transit including high-order transit; establish and maintain a distinct character; and reinforce elements that supporting a vibrant and animated urban space with compact, intensified and transit-oriented built forms. The proposed development includes four residential apartments that are 6-storeys, 14-storeys, 40-storeys, and 45-storeys in height, and maintains a FSI of 3.11. The tallest buildings are located towards the easterly limits of the subject property, and the shortest buildings are located towards the westerly limits of the subject property within the "Height Transition Area".

The subject property is located approximately 400 metres west from the intersection of Hurontario Street and Steeles Avenue West, which is a Gateway Mobility Hub that provides local and regional connections including bus rapid transit through the Brampton Gateway Terminal transit station. The Subject property is also within a Major Transit Station Area (HLRT-22) and maintains frontage onto a Primary Corridor. The subject property's land use policy framework is supportive of higher densities as described within the Official Plan and the Hurontario-Main Corridor Secondary Plan, as well as other applicable plans including the Growth Plan, Region of Peel Official Plan, the Metrolinx Regional Transportation Plan, and the Hurontario-Main Street Corridor Master Plan. The proposed development functions as an appropriate compact and intensified residential urban form that will support and reinforce existing transit services and infrastructure including higher-order transit, which is considered to support a transit-oriented approach to land use planning.

The proposed development maximizes the development potential of the subject property and within the Hurontario-Main Corridor Secondary Plan area, as well as supporting urban growth policies by appropriately concentrating growth on lands that exhibit a geographic advantage with respect to planned intensification, intersections, servicing infrastructure, transit, amenities, and roads. The proposed development also includes various elements that support the establishment of connected and complete communities. In addition to being integrated with existing local and higher order transit connections, the subject property is adjacent to Shoppers World, which consists of various commercial,

and retail uses that serves the daily needs of residents. Other land uses within an approximate 1-kilometre radius includes institutional, religious, recreational, open space, commercial, and personal service shop uses along Steeles Avenue West and Hurontario Street, which supports the daily needs of residents.

The design of the proposed development includes four (4) outdoor amenity areas with recreational equipment; shaded resting areas; open green space; bicycle parking facilities; underground vehicular parking; pedestrian amenities; and walkways that provides connections to Steeles Avenue West, Shoppers World to the east, and Kaneff Park to the north. The proposed development meets the design intent of the Hurontario-Main Corridor Secondary Plan by providing internal walkways that will incorporate CPTED elements, site furnishings, lighting, and landscaping to emphasize walkways and improve pedestrian circulation; reduce the visual impact of automobiles by locating parking underground; providing 843 bicycle parking spaces to encourage active transportation; providing additional recreation space to meet the needs of residents; incorporating hard and soft landscaping treatment, fencing, and signage that reinforces a sense of place; and by functioning as an complete community that is well served and accessible to existing transit services and infrastructure.

The built form of the residential apartment buildings includes private patios, rooftop amenity terraces, and a façade design that is intended to respect mid-20th century modernist architecture that characterizes the surrounding area. The residential towers are situated on podiums, which help frame the street and create a human-scaled environment that contributes to the public realm and encourages pedestrian movement. The tallest buildings, being the 40-storey and 45-storey apartment buildings, are situated towards the easterly limits of the subject property while the shorter buildings, being the 6-storey and 14-storey apartment buildings, are situated towards the westerly limits of the subject property within the “Height Transition Area”. A 45-degree angular plane analysis has been conducted with respect to the established stable residential neighbourhood to the west. The 6-storey and 14-storey apartment buildings are setback from the westerly property line in a manner that appropriately maintains a 45-degree angular plane, which provides an appropriate transition in built form and scale.

Staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Hurontario-Main Corridor Secondary Plan.

Zoning By-law

The subject property is currently zoned “Residential Apartment A – R4A Zone” with Special Section “3101” by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to rezone the subject property to a “Residential Apartment A – R4A Zone” with a new Special Section to facilitate the proposed development.

Analysis: Zoning By-law

The proposed Zoning By-law amendment includes regulations for permitted uses, which includes residential apartments, and commercial uses. Commercial uses have been included as specific commercial uses may be contemplated. Regulations also limit the minimum building height to 6-storeys and maximum building height to 45-storeys; maximum podium and tower heights ranging from 20 metres for podiums, and 119-137 metres for towers; total residential units of 2,395, which includes the two (2) existing residential buildings on the subject property; building setbacks for the front, rear, and interior side yard ranging from 0-6 metres; minimum tower separation distances of 24 metres; minimum 3 metre tower setback from Steeles Avenue West; and minimum parking spaces, loading spaces, and bicycle parking spaces.

Staff are satisfied with the building performance standards associated with the proposed Zoning By-law amendment, which reflects the applicable land use policy framework.

It is noted that the Region of Peel staff has informed that a Holding (H) symbol may need to be used in implementing zoning by-law amendment, which would be lifted once the Region of Peel confirms that the Functional Servicing Report (FSR) and Traffic Impact Study (TIS) are satisfactory. Prior to the enactment of the implementing zoning by-law, City staff will confer with the Region of Peel to confirm whether the H provisions are required to be included, or whether the applicant has satisfied Regional staff on these matters.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

A Planning Justification Report prepared by Kaneff Group dated March, 2024, was submitted to provide the policy context and planning rationale for 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, the Brampton Flowertown Secondary Plan, the Hurontario-Main Corridor Secondary Plan, and the Brampton Vision 2040 are satisfied, and that the development represents good planning. City staff has reviewed this study and have found it satisfactory.

Arborist Report

An Arborist Report prepared by Kuntz Forestry Consulting dated November 12, 2021, and revised September 12, 2023, was submitted to inventory trees, evaluate tree saving opportunities and document findings in a Tree inventory and Preservation Plan. A total of 300 trees were identified on and within 10 metres of the subject property. Since the initial inventory was conducted in 2021, 45 trees have been removed, which were not by-law protected. An additional 211 trees will be removed to accommodate the proposed

development, whereby the remaining 45 trees can be saved through appropriate tree protection measures. To compensate for the removal of 211 trees, a total of 435 trees are to be planted. Additional recommendations are provided including barriers and fencing, preserving tree protection zones, pruning, special mitigation measures and site visits.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by Toronto Inspection dated March 16, 2022, and July 28, 2023, respectively, to determine if there is evidence of actual or potential contamination on or around the subject property. The Phase 2 Environmental Site Assessment concludes that there are no further recommendations with respect to environmental conditions, and that a Record of Site Conditions may be filed. The Reports were carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report prepared by Crozier Consulting Engineers dated March, 2024, was submitted to determine the feasibility of the proposed development with respect to functional servicing and stormwater management, as well as grading and site access considerations. The Report finds that the proposed development can be serviced through existing water and sanitary infrastructure. It should be noted that the stormwater management system is anticipated to be finalized through the detailed design stage through Site Plan Control.

The Region of Peel staff have informed of the potential need for a Holding (H) symbol to be used with the implementing zoning by-law amendment, which would be lifted once the Region of Peel confirms that the Functional Servicing Report (FSR) is satisfactory. City staff will confer with the Region of Peel staff prior to the enactment of the implementing zoning by-law to confirm if the H symbol is required, or if the applicant has satisfied them on this technical matter.

Geotechnical Report

A Geotechnical Report prepared by Toronto Inspection dated March 4, 2022, was submitted to determine subsoil and groundwater conditions that may affect the design and construction of the proposed development. The Report finds that the ground conditions can support the proposed development based on the Report's recommendations.

Noise Feasibility Study

A Noise Feasibility Study prepared by HGC Engineering dated July 25, 2023, and updated September 12, 2023, was submitted to assess the impact of on-site and off-site noise sources. The Report finds that there are on-site stationary noise sources,

particularly sound emitted from the existing rooftop cooling tower at the existing residential building located at 210 Steeles Avenue West. The Report finds that off-site stationary noise sources are within applicable limits and that noise mitigation measures are not required. The Report concludes with a summary of recommendations which includes acoustical barriers, central air conditioning, upgraded building construction on façades, and noise warning clauses to inform future occupants.

Sun and Shadow Study

A Sun and Shadow Study was prepared by BDP Quadrangle Architects dated July, 2023, and revised March 28, 2024, to assess the impact of the proposed development with respect to shadowing. The Study finds that shadowing impacts are generally minimal and considered acceptable. Shadowing impacts from the proposed development onto the low-density residential neighbourhood to the west is generally contained within the morning hours of the summer solstice and autumn equinox. During this time, shadows transition towards the east as the sun moves west into the afternoon and evening, creating shadowing onto Shoppers World located east of the subject property. Some shadowing is present during the morning hours of the winter solstice onto Kanef Park to the north with shadows transitioning to the east in the afternoon.

Transportation Impact Study

A Transportation Impact Study was prepared by Nextrans Consulting Engineers dated March, 2024, was submitted to assess the potential impact of the proposed development on traffic conditions through data gathering and analysis of the transportation network. The Report finds that impact of the traffic generated on the intersections that were considered in the analysis are expected to operate at acceptable levels. The Report includes recommendations to help manage traffic including vehicular parking, bicycle parking, and pedestrian connections. City staff has reviewed the TIS and have found the document to be satisfactory.

The Region of Peel staff have informed of the potential need for a Holding (H) symbol to be used with the implementing zoning by-law amendment, which would be lifted once the Region of Peel confirms that the Traffic Impact Study (TIS) is satisfactory. City staff will confer with the Region of Peel staff prior to the enactment of the implementing zoning by-law to confirm if the H symbol is required, or if the applicant has satisfied them on this technical matter.

Urban Design Brief

An Urban Design Brief prepared by BDP Quadrangle Architects dated March 18, 2022, and amended by Adesso Design on September 18, 2023, was submitted to provide an overview of the proposed development's design including context of the subject property and surrounding area, landscaping, built form, site circulation, and a sun and shadow study. A revised Urban Design Brief will be a mandatory submission component of the forthcoming Site Plan application.

Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers & Scientists dated March 3, 2023, with addendums dated September 13, 2023 and February 8, 2024, to evaluate the impact of the proposed development with respect to wind and pedestrian comfort. As the proposed development consists of multiple buildings with a maximum height of 45-storeys, a quantitative wind analysis was required to be submitted to the satisfaction of City Staff. The Study finds that the proposed development generally maintains acceptable wind conditions with the exception of certain areas that are anticipated to generate windier conditions that may affect comfort. This is particularly noted on the north side of Building 2A, near the northwest corner of Building 2B, at the main entrance of Building 3, and portions of the outdoor amenity areas. Mitigation measures are provided to reduce the impact of wind including landscaping to buffer salient wind and reduce wind speeds; recessed building entrances; wind barriers; canopies; and taller terrace perimeter guards. Wind mitigation measures will be implemented in the detailed design stage through the forthcoming Site Plan Application.

Sustainability Score and Summary

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

The application has demonstrated a contribution to the City of Brampton' Sustainable New Communities Program by achieving a score of 56 points at this time, which meets the "Silver" threshold. It should be noted that some metrics are subject to further verification, which may impact the final score. City Staff is committed to working with the applicant to confirm that the proposed development intends to achieve the metrics that have been submitted. Further refinement of the Sustainability Score is anticipated through the detailed design at Site Plan stage.