

Detailed Planning Analysis
City File Number: OZS-2024-0040

The Planning Act, Provincial Planning Statement (PPS), City of Brampton Official Plan and the Hurontario-Main Corridor Secondary Plan (SP55) provide direction and policies that encourage the development of a transit-oriented community that promotes protection of employment lands, superior community design, and the creation of complete communities. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act:

The application is in compliance with matters of provincial interest as identified in Section 2 of the *Planning Act R.S.O 1990* in terms of the following:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (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;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,*
- (r) the promotion of built form that:*
 - (i) is well designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

Analysis:

The proposed development has regard for matters of provincial interest that are set out in Section 2 of the Planning Act. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water services, as well as waste management. It also ensures the orderly development of safe and healthy communities through the utilization of a holding provision to allow for the staging and sequencing of development to occur through the future submission of technical studies to support interim and ultimate servicing solutions.

The site is located along Steeles Avenue West located within a “Primary Major Transit Station Area (MTSA)” as identified in the Official Plan. The subject lands are within an area planned for mixed-use, transit-oriented development, and intensification. The development offers a range of one-bedroom, two-bedroom, and three-bedroom units that will serve a diverse range of income

levels and age groups. Further, the proposed development will provide direct access to existing and future transit service while promoting a pedestrian-friendly site design that will encourage active transportation. A public park is also proposed along with mid-block connections which further enhance pedestrian activity and active transportation goals.

Section 2(f) of the Planning Act requires the adequate provision of sewer and water services. City staff are recommending the use of a Holding (H) symbol in the Zoning By-law for the development until such time as a satisfactory Functional Servicing Report and Traffic Impact Study is received for the entire Tertiary Plan Area (in consultation with the tertiary plan area landowners). This would restrict the development from occurring on site until such a time where the H is lifted to ensure that both interim and permanent servicing solutions are satisfactory to staff, which is to be further refined through detailed design exercises.

Given the above, staff are satisfied that the proposed development is consistent with matters of provincial interest as set out in the Planning Act.

Provincial Planning Statement (PPS), 2024:

The *Provincial Planning Statement* provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the *Provincial Planning Statement* sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. This application is consistent with matters of Provincial Interest as identified in the Provincial Planning Statement (PPS).

2.2.1 - Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations

2.3.1.1 - Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.4.1.2 - To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

2.4.1.3 - Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

2.4.2.2 - Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit;*

2.4.2.3 - 3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets;*

3.9.1 - Healthy, active, and inclusive communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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;

c) providing opportunities for public access to shorelines; and d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas

Analysis:

The property is located within a Settlement Area that is defined in provincial and municipal planning documents. It is designated 'Residential' as per 'Schedule A' of the City of Brampton Official Plan, and 'Mixed-Use One' within the Hurontario-Main Corridor Secondary Plan. These designations permit a wide range of uses and activities, including a range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and high-density residential uses.

The proposed development represents an appropriately scaled development within an 'Primary MTSA' and 'Mobility Hub' along Steeles Avenue West. The proposed mixed-use development also represents intensification within the Urban System and an identified growth area and utilizes existing municipal services and community uses. The development efficiently uses lands that are currently underutilized, adjacent to existing public transit services, and near a planned transit corridor. Through the use of zoning controls and urban design guidelines, the built form and character of the proposed development will both integrate into the existing neighborhood and enhance the character and design of the site itself. The development also represents a compact built-form which will provide of mix of land uses and housing types. Being a form of intensification, the proposed development will assist in achieving the policy objective of ensuring sufficient housing supply within a settlement area. The proposed development also includes a public park and pedestrian mid-block connection which supports Section 3.9.1 of the statement by providing public areas and supporting the creation of a complete community.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is consistent with the Provincial Planning Statement.

City of Brampton Official Plan

The subject lands are designated as "Residential" on Schedule A and are located within the "Mobility Hub" and designated "Communities" on Schedule 1 of the City of Brampton Official Plan. An amendment to the Official Plan is not required. The policies that are applicable to the site include but are not limited to the following:

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.

3.2.3.1 Development within Major Transit Station Areas, Primary Intensification Corridors and Secondary Intensification Corridors located within the Central Area are not subject to policies 3.2.4.1, 3.2.6.2 and 3.2.6.5.

3.2.3.2 The Urban Growth Centre shall be planned to achieve a minimum density of 200 person and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.

3.2.3.3 Development within the Urban Growth Centre shall generally be designed to achieve development at 4 storeys and greater.

3.2.3.4 Opportunities to exceed the maximum height and/or density currently permitted within the Secondary Plan or Zoning By-law within the Central Area and Urban Growth Centre shall be considered subject to the provisions of section 5.12.

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

3.2.6.1 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; Missisauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixeduse 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.

3.2.6.3 Development within a Primary Intensification Corridor that has undergone a comprehensive high order transit/land use planning study, including Hurontario Street and Queen Street, may exceed the general height and massing guidelines of the Intensification Corridor and/or Mobility Hub in accordance with the detailed provisions of the comprehensive study.

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.

3.2.8.1 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.

4.5.4.19 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.

4.11.3.1.2 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.

4.11.3.2.6 Gradation of height should be used such that the lower building or portions of the building is placed nearest the neighbouring structures. To minimise the potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest.

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).

Analysis:

The subject site is located along the Steeles Avenue 'Primary Intensification Corridor' and is within the 'Gateway Mobility Hub' centered at Main Street South/Hurontario Street and Steeles Avenue. These areas are planned to accommodate development of greatest mass and highest densities in Brampton. The proposed development will contribute towards the minimum targets for new residential development within the built-up area, as well as towards the Gateway Mobility Hub policies to accommodate 100 to 150 people and jobs combined per hectare. With an FSI of 11.30 and heights ranging from 45 to 50 storeys the proposed development exceeds the Gateway Mobility Hub target of a 3.0 FSI and targeted heights of 3 to 25 storeys. However, based on the emerging planning framework for the area, appropriate justification has been provided to support added height and density within a strategically important growth area of the City. It is also worth noting that there are a number of nearby development applications that are currently under review or approved at heights that range from 26 storeys to 50 storeys.

The Official Plan also encourages a range of housing accommodation in terms of dwelling types through appropriate mix and density policies. The proposal adds an additional 1,900 new residential units in the area ranging from 1, 2 and 3-bedroom unit typologies. Additional regulations have been added in the Zoning By-law requiring that 35 % of all units be larger sized family friendly units, of two- and three-bedroom typologies. This will help contribute towards Brampton's Housing Pledge to support the construction of 113,000 new homes in the City of Brampton by 2031.

The proposal will result in the redevelopment of a vacant and under-utilized site within the built-up area and therefore is considered an infill development. Such forms of development are encouraged as they utilize existing infrastructure, including public transit. The proposal is in proximity to existing transit infrastructure including the Brampton Gateway Bus Terminal, and along an existing ZUM express bus route. Additionally, the proposed development will be located in close proximity to the future Hazel McCallion LRT line. These types of developments are required to help to support both existing and planned transit infrastructure in the area, and as a result will help achieve the policies of 3.2.8.1 and 4.5.4.19.

The Urban Design brief details the design elements that will be incorporated to achieve a landmark structure that improves the public realm, including pedestrian environment and connectivity along Steeles Avenue and both Malta Avenue and Lancanshire Lane. The developments impact on the southerly low-rise neighbourhood will be minimized by a setbacks and a further setback from the podium which will serve to define the street-wall and provide a connection to the built-form of the development of the rear of the property. The podium and tower will provide a defining character to Steeles Avenue and provide the form of a narrow slender tower set atop a podium.

As such staff are of the opinion that the proposed zoning by-law amendment meets the intent of the Brampton Official Plan.

Brampton Plan

The subject property is designated as 'Community Areas', 'Urban Centres', 'Primary Major Transit Station Area', and 'Primary Urban Boulevard' per Schedule 1 – City Structure of the new Brampton Plan. Furthermore, the subject lands are designated as 'Mixed-Use (High-Rise Mixed-Use)', 'Mixed-Use (Mid-Rise Mixed-Use)', 'Neighbourhood (Mid-Rise Residential)', 'Potential

Midblock Connection', and 'Neighbourhood Park' on Schedule 13m - Brampton MTSA – HRLT-22 Gateway Terminal Land Use Plan.

Under Section 2.2.2 – Framework for Building Typologies the Mid-Rise residential designation generally permits between 5 – 12 storeys. It is also noted within Brampton Plan under Section 1.1.8 (d) that secondary plans should be read in conjunction with Brampton Plan, and where a conflict between the secondary plan exists, the secondary plan policies shall prevail unless otherwise specified in Brampton Plan. The Hurontario-Main Corridor Secondary Plan offers increases in height without the need for an Official Plan Amendment when supporting rationale has been provided (Section 5.1.1). The applicant submitted Planning Justification Report identifies and provides supporting rationale for the need for intensification within the strategic growth area. As noted previously, the site is located within an area planned for higher-order transit and is within the boundaries of a MTSA which are areas planned for high-density development.

The applicant has also provided the principles established for the MTSA which includes height transitions from Steeles Avenue West to the existing low-density residential to the south (Tina Court). The proposal also includes a public park as noted within Schedule 13m and the Secondary Plan as well as a mid-block pedestrian connection to support active transportation goals and overall connectivity to and from Steeles Avenue West and the higher-order transit corridors.

Given the above, staff are of the opinion that an amendment to Brampton Plan is not required.

Hurontario – Main Corridor Secondary Plan (Area 55)

The subject property is designated "Mixed Use One" in the Hurontario-Main Corridor Secondary Plan.

The "Mixed Use One" designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities.

Policies with respect to this designation also address the built form and streetscape required to create a vibrant, attractive Corridor where people can live, work, play and shop. Policies applicable to the site include but are not limited to:

5.1.1 Density 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.

Within the Hurontario-Main Corridor Secondary Plan, density will generally be measured using Floor Space Index (FSI). This Chapter sets out maximum densities. While a specific minimum density will not be required throughout the Corridor, the level of development in key locations fronting the street shall be determined by policies that

address built form. Minimum development densities will be established by a combination of minimum building heights and minimum continuous street frontage.

Proposals for a density and/or building height greater than the maximum permitted shall require justification for the increase as part of a zoning amendment; however, an official plan amendment will not be required.

Notwithstanding the higher densities, building heights and performance standards required within Section 5, development within existing developed sites shall also be subject to Section 5.12.1 (iv) of this Chapter.

5.1.2 Building Height

The minimum building height shall generally be 3 storeys for all new buildings within the Secondary Plan Area subject to Section 5.12.1 (iv) of this Chapter.

The minimum ground floor height should generally be 4 metres for all new buildings that are required to have a retail, commercial or institutional, or convertible frontage at grade, as shown on Appendix B. Convertible frontage at grade shall mean residential frontage that is permitted to transition to commercial or institutional frontage in the future.

All parking structures that front onto a public street should generally have a minimum ground floor height of 4 metres and have retail uses fronting the street.

The podium of a building provides a sense of enclosure, continuity and articulation at the pedestrian scale. An additional height restriction for podiums will be required in order to create a more suitable human-scale streetscape along Hurontario/Main Street and Steeles Avenue. Where building setbacks are required above the podium, as shown on Appendix D, the minimum podium height should generally be 14 m (4 storeys) and maximum podium height should be 21 m (6 storeys).

- 5.3.1 (i)** *Permitted uses shall include a full range of major office, office, commercial, institutional, cultural, and entertainment uses, medium and high density residential dwellings, live/work units related community facilities and infrastructure.*
- (ii)** *Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both MixedUse and single use buildings shall be permitted.*
- iii)** *High density residential dwellings in accordance with Section 4.2 of the Official Plan shall be encouraged.*
- iv)** *The co-location of community facilities will be encouraged.*
- vi)** *Required Street Wall along Frontage The primary building facades along a street represent a street wall. In order to provide an attractive and animated pedestrian environment, a minimum continuous street wall of 95% for most of the frontage on either side of Hurontario Street and Steeles Avenue will generally be in accordance with Appendix C. A minimum continuous street wall of 70% along Ray Lawson Boulevard, Sir Lou Drive, County Court Boulevard and Main Street South, north of Bartley Bull Parkway, will generally be in accordance with Appendix C.*

vii) *Building Setback Minimal building setbacks are vital to establishing a consistent street wall that invites pedestrian activity.*

a) *Buildings will generally be developed within the maximum setback permitted in locations identified on Appendix D.*

viii) *Setback above Podium*

a) *In addition to the above-noted setback requirement, buildings above the podium will generally be set back a minimum of 2.5 metres, in locations identified on Appendix D.*

5.3.2 Mixed-Use One The Mixed-Use One designation applies to lands within the southwest quadrant of Steeles Avenue West and Hurontario Street and represents an area that will have the highest densities in order to support the Gateway Mobility Hub at Steeles Avenue West and Hurontario Street.

5.3.2.1 Notwithstanding Section 3.2.6.2 of the Official Plan, lands designated Mixed-Use One on Schedule SP55(a) shall be permitted to develop to a maximum density of 4.0 FSI and a maximum building height of 78.0 metres (25 storeys);

5.9.2 Public Transit 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.

i) *The transit network elements delineated on Appendix F are intended to develop and function in accordance with the transportation policies of Part I, Section 4.5 of the Official Plan;*

ii) *New development shall be designed to support, complement and integrate transit and other transportation infrastructure;*

5.9.3.1 Roads Policies

iii) *Sidewalks shall be incorporated into the design of all streets, parking facilities and public spaces and shall be designed to connect building entrances in accordance with the Urban Form section of this Chapter.*

iv) *As part of the site plan process, shared site access will be required as appropriate in order to reduce the number of driveways fronting the Corridor*

5.9.4.1 Pedestrian Orientation 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.*

ii) *New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks.*

iii) Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.

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 Cycling 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;

5.9.6 Parking

vii) Reduced parking requirements will be phased in over time through zoning by-law amendments as the higher order transit system is implemented and the Corridor intensifies;

5.11.1 Urban Form Design

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;

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.*

viii) Development shall reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation.

5.11.5 Streets and Streetscapes

- i) Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.*
- ii) Sidewalks located at major intersections along the Corridor shall be wider to cope with higher pedestrian activity associated with major transit stops and intensified development. All remaining sidewalks widths will vary depending on their location with respect to current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.*
- iii) Sidewalks shall:*
 - a) Be wide and hardscaped when fronting commercial uses;*
 - b) Include landscaping and walkways when fronting residential uses;*
 - c) Link and enhance existing pedestrian paths and trails, while creating new ones wherever possible;*
 - d) Provide for cycling routes;*
 - e) Be sized in relation to the amount of anticipated pedestrian traffic. Generally a minimum 2 meter width will be maintained clear of obstructions such as street furniture, posts, or street plantings. In areas of higher pedestrian traffic the*

minimum width may increase to 4 metres. In areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery stall), an area of the public boulevard must be designed and allocated for this purpose and can vary in width from 1 metre to as much as 5 or 6 metres. Areas surrounding transit stops shall include 2 metres of width in addition to the standard sidewalk width employed in the area; and,

- f) Additional Right-of-Way (ROW) may be required for dedication as part of interim and future planning and development application process to accommodate components of the Street and Streetscape in consideration of higher order transit along the corridor.*

5.12.1 Phased Development

Where lands are proposed to be developed in multiple phases, the applicant shall be required to submit a tertiary plan prior to the approval of the development application to demonstrate how the ultimate density, built form requirements and overall objectives for the site can be achieved in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan.

i) For phased development, a tertiary plan showing the proposed phase 1 buildings and potential building envelopes for future phases shall be submitted with all new development proposals. The tertiary plan shall show blocks and streets, building envelopes, vehicular and pedestrian access routes, parking locations, open spaces and landscaping features and how the development meets the built form requirements of this Secondary Plan. Development on the Hurontario/Main Street frontage will generally be the first phase of development in order to create a safe, pedestrian-friendly environment as soon as possible.

ii) The tertiary plan shall show the proposed phase 1 and future phase pedestrian and vehicular network, indicating how this network creates a safe pedestrian-friendly streetscape along Hurontario/Main Street and other major cross streets.

iii) All requirements of this Secondary Plan must be taken into consideration for both the initial phase of development and for all subsequent phases of development.

iv) In recognition of the need to stage the transition of existing developed sites from the existing low rise built form to the more intense form of development envisioned over the long term by the Official Plan including this Chapter, interim development consisting of expansions and renovations to existing buildings and the construction of new buildings that are consistent with the existing scale and built form shall be permitted.

v) Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements satisfactory to the City and other agencies to achieve a cost effective and functional sequence of transit oriented development

5.13 COST SHARING

The City may require that developers enter into cost sharing agreements to ensure that the lands required for community purposes are available at the appropriate time.

5.15 SUSTAINABLE DEVELOPMENT

Consistent with sustainable development principles, the City may require a Sustainability Score and Sustainability Summary as part of a development application in order to address the City's Sustainable Community Development Guidelines.

5.6.1.1 Neighbourhood Park

A park hierarchy has been established in the Official Plan based on the distribution and demand of the community including City Parks, Community Parks and Neighbourhood Parks. Neighbourhood Parks provide a central common green space within neighbourhoods and serve as key recreational and social gathering space for residents. The Hurontario-Main Corridor Secondary Plan Area includes an existing Neighbourhood Park at the southern edge of the Secondary Plan Area. Residents within the Hurontario-Main Corridor Secondary Plan Area will also be served by the existing Courthouse Park on the east side of the A. Granville and William Osler Courthouse as well as a future Neighbourhood Park designated about 200 metres southwest of Steeles Avenue and Hurontario Street.

i) Lands designated Neighbourhood Park within the southwest quadrant of Steeles Avenue West and Hurontario Street shall be developed in the general location indicated on Schedule SP55(a) in accordance with the Neighbourhood Park policies of Part I, Section 4.7.3 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of the Neighbourhood Park, through the development approval process, to accommodate design or park dedication matters, without further amendment to this Chapter.

Analysis:

The "Mixed-use One" designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. A maximum density of 4.0 FSI (Floor Space Index) and building height of 78.0 metres (25 storeys) is permitted. Per Section 5.1.1 of the Secondary Plan, proposals for a density and/or building height greater than the maximum permitted require justification for the increase as part of a zoning by-law amendment; however, they do not require an official plan amendment. A planning justification report has been submitted alongside an Urban Design Brief, Tertiary Plan, Sun and Shadow Study, and Wind Study to provide sufficient rationale for the requested increase in density.

The site's location along the Steeles Avenue 'Intensification Corridor' and within the 'Gateway Mobility Hub' centered at the intersection of Main St S/Hurontario St and Steeles Ave also provides a justification through supportive policies in the Official Plan, as these areas are planned to have buildings of the greatest mass and highest densities in Brampton.

The Urban Design Brief submitted with this application covers specific design principles to guide the site and building architectural design, including principles about site elements and pedestrian linkages, landscape and landscape buffers, amenity spaces. This brief also includes principles to encourage place-making that will create a sense of identity to the area surrounding this development. The amenity space will be designed for multi-functional uses. This satisfies Sections 5.9.4.1 ii) to iv) and 5.11.1 i),ii) and v) of the Secondary Plan. Sidewalks and

pedestrian connections on the subject lands have also been incorporated into the design. While the applicant's proposal generally aligns with the City's goals for this frontage, it is anticipated that the streetscape will be finalized as part of the detailed design work at the Site Plan stage. Sections 5.9.3.1 iii) and 5.11.5. i)-iii) of the Secondary Plan are satisfied.

The portion of the subject property with frontage along Steeles Ave W is also designated for "Commercial or Institutional Frontage" as per Appendix B of the Secondary Plan. Secondary Plan policies associated with this designation include having minimum ground floor heights of 4 metres to accommodate commercial or institutional uses. In addition, Steeles Ave is designated "Continuous Street Wall (95%)" per Appendix C of the Secondary Plan. The proposed Zoning Bylaw Amendment will help to achieve the intent of the Secondary Plan by requiring a minimum gross floor commercial area and permitting a variety of commercial uses. The minimum ground storey height is regulated at 4.5 metres, while a continuous streetwall of 95% will be also required for the total available frontage along Steeles Avenue West.

The public park as noted within the Secondary Plan schedule has been indicated on the plans and is proposed to be conveyed to the City by way of a Draft Plan of Subdivision Application. Additionally commercial uses are proposed adjacent to the public park to support convenience uses and pedestrian activity.

Staff are of the opinion that the proposed zoning by-law amendment meets the intent of the Hurontario-Main Corridor Secondary Plan.

City of Brampton Zoning By-law 270-2004

The property is zoned 'Agricultural (A)' and 'Residential Apartment A (Holding) – Section 3736 (R4A (H) – 3736)' as per the City of Brampton Zoning By-law 270-2004, as amended. An amendment to the Zoning By-law is required to rezone the lands to a 'Residential Apartment (R4A)' designation to facilitate the proposed mixed-use high rise development.

The Zoning By-law, included as Attachment 10 to this report, includes regulations limiting tower heights, minimum tower separation distances of 25 metres, minimum podium separation distances of 25 metres, as well as minimum side yard setbacks. Staff are satisfied with the building performance standards associated with the Zoning By-law, which ensures no negative impacts to the redevelopment potential of neighbouring landowners within the Tertiary Plan boundaries.

It is also worth noting that for high density development applications, maximum tower floorplates are typically regulated at 800 square metres to ensure towers have a slender mass to minimize shadowing impacts. The applicant is proposing larger tower floor plates of 850 square metres to accommodate for larger, family friendly units. An additional zoning regulation, requiring a minimum of 35 % of all units to be 2 bedroom or larger has been added to ensure that the larger building floorplate translates into larger family friendly units at the site plan stage.

Staff are also recommending the use of a H provision within the Zoning By-law to restrict development to ensure a satisfactory Functional Servicing Report and Traffic Impact Study is approved to the satisfaction of the City of Brampton, Region of Peel (or successor) and the Credit Valley Conservation Authority to address both interim and permanent servicing solutions for the entire Tertiary Plan area (in consultation with the landowners).

The following holding provision conditions are recommended as part of the proposed zoning bylaw amendment:

- A Functional Servicing Report supporting interim and permanent servicing for any proposed phase of development has been approved by the Region of Peel (or successor), City of Brampton, and the Credit Valley Conservation Authority in consultation with the landowners for the entire Tertiary Plan Area bound by Malta Avenue, Steeles Avenue West and Lancashire Lane;
- A Traffic Impact Study supporting interim and permanent public access for any proposed phase of development has been completed in accordance with the City of Brampton and Region of Peel Terms of Reference in consultation with the landowners for the entire Tertiary Plan Area bound by Malta Avenue, Steeles Avenue West and Lancashire Lane to the satisfaction of the Region of Peel (or successor) and City of Brampton;
- The City's Commissioner of Public Works shall be satisfied that a new public road providing access to the lands has been constructed via the extension of Malta Avenue and/or Lancashire Lane and conveyed to the City, or other alternative access arrangements including but not limited to an acceptable interim access and interim road network to the satisfaction of the Commissioner of Public Works
- Any requisite permits or approvals from Credit Valley Conservation under O. Reg 160/06 be received

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' sustainability score by achieving a score of 42 points which would categorize it as a Bronze threshold. Further refinement of the Sustainability Score is anticipated through the detailed design at Site Plan stage.

Documents Submitted in Support of the Application

The applicant has submitted and received approval for the following studies and plans in support of the application:

Planning Rationale and Justification Report

The planning justification report (prepared by Blackthorn Development Corporation) was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Hurontario-Main Corridor Secondary Plan are satisfied. It is satisfactory to support the proposed Zoning By-law Amendment.

Traffic Impact Study

Avalon Developments Inc. retained Paradigm Transportation Solutions Limited to conduct a Transportation Impact Study, Parking Study, and Access and Circulation Review for the proposed development. The analysis identifies several critical movements at intersections along Steeles Avenue West, particularly at Hurontario Street, Lancashire Lane and Malta Avenue within the Study Area. All intersections within the study area are forecast to remain similar to the existing conditions, though slightly exacerbated. Additionally, all intersections within the study area are forecast to remain relatively similar to background traffic conditions with the addition of site-generated traffic, indicating negligible impacts from development of the subject site. The site access driveway intersections are forecast to operate at acceptable levels of service (LOS A or B) and within capacity. Staff require further revisions to the submitted TIS, thus the TIS has been included as a provision within the Holding Symbol placed on the subject lands.

Urban Design Brief

A Urban Design Brief (UDB) was submitted by Weston Consulting in support of the proposed design for the mixed-use development. The Urban Design brief provides an overview of the design principles that will guide the detailed design of the project through a subsequent Site Plan Application. The Urban Design brief has been reviewed by City of Brampton Staff and has concluded that the proposed design will provide an appropriate mixed-use development that will contribute to the City's vision for the Hurontario-Main Corridor.

Noise Feasibility Study

A Noise Feasibility Study was submitted by HGC Engineering for the proposed development. The study found that the proposed development is feasible with the noise control measures described in this report. Central air conditioning is required for all residential units. Upgraded building construction are required for all facades. Noise warning clauses are to be required to inform future occupants of the traffic noise impacts and to address the proximity to existing commercial uses.

Tertiary Plan

Turner Fleischer Architects Inc. and Weston Consulting had submitted a Tertiary Plan in support of the application to outline future development of the area. The proposed development is an early example of the multi-use development along this section of the Hurontario-Main Corridor. The Tertiary Plan has highlighted a variety of densities, road connections, uses and public spaces along the Tertiary Plan Area which generally step down to the south edge while enabling the development of larger towers on the Steeles corridor frontage. The Tertiary Plan also creates a framework for the street and public spaces along the corridor. As such Staff are generally supportable to the proposed Tertiary Plan for the area.

Sun-Shadow Study

Turner Fleischer Architects Inc. had undertaken a Sun and Shadow Study in support of the proposed development. The findings discovered that the shadowing impacts of the proposed development onto Steeles Avenue West will occur in the morning hours during the spring and fall equinox and winter solstice. The findings also discovered that a shadow will be cast onto the adjacent commercial and industrial properties to the east during afternoons and evenings during the spring and fall equinox in addition to the winter solstice. The findings also suggest that a

shadow will be cast onto the residential subdivision to the north in the mornings of the spring and fall equinox. A shadow will be cast on the residential subdivision to the south during the afternoon of the spring equinox.

Functional Servicing Report (FSR)

A Functional Servicing Report was prepared by OdanDeTech. in support of the application. The report proposes a municipal servicing scheme that demonstrates the viability of storm drainage , sanitary and water supply servicing for the proposed development. Staff have reviewed the FSR and require further information with regards to interim and permanent servicing for the proposed development and future development of the Tertiary Plan Area. As such staff are recommending approval of the application with the FSR being placed within the holding provision and being required prior to lifting of the Hold.

Stage 1 & 2 Archaeological Assessment

A stage 1 and subsequent stage 2 Archaeological Assessment were submitted by Earthworks Archaeological Services Inc. in support of the subject application. Based on the results of the Stage 1 background investigation and the subsequent Stage 2 test pit survey, the study area is considered to be free of archaeological material. Therefore, no additional archaeological assessments are recommended. Staff have reviewed the report and have found it supportable for the purposes of a rezoning application.

Phase One Environmental Site Assessment (ESA)

A Phase One Environmental Site Assessment was submitted by Exp. Services Inc. In support of the subject application. It was determined that no areas of potential environmental concern (APEC) on the Phase One property were identified during this Phase One ESA and that a Phase Two was not warranted. A Record of Site Condition can be filed based on a Phase One ESA alone. Staff have reviewed the assessment and have found it supportable for the purposes of a rezoning application.

Pedestrian Level Wind Study

GNobi Consulting Inc. was retained by the owner to conduct a pedestrian wind tunnel assessment for the proposed Phase 1 and 2 developments of the subject lands.

The pedestrian wind assessment for the existing, proposed, and future configurations of the site has revealed key insights into wind conditions across all seasons. Under existing conditions, wind speeds across most areas are suitable for walking throughout spring, summer, and fall, with some localized discomfort in winter. The proposed Phase I development, which introduces taller buildings, is expected to increase wind speeds due to effects like down washing, corner acceleration, and wind channeling between towers. While conditions during summer and fall remain largely comfortable, certain high-use areas, including entrances and some amenity spaces, may experience occasional discomfort in spring and winter due to stronger prevailing winds.

With the addition of the Phase II development, wind conditions are anticipated to remain similar to Phase I, though new channeling effects may create additional uncomfortable spots between buildings. In the Full Build Scenario, incorporating future developments, most grade-level areas are expected to remain comfortable, although select entrances and corners may experience increased wind speeds, potentially exceeding the comfort level for pedestrians in winter

and spring. Additional exceedances of the wind hazard criterion are also anticipated in localized areas at grade and above-grade locations.

To enhance pedestrian comfort and safety, several mitigation strategies are recommended. These include the use of vestibules at entrances, overhead canopies, wind screens, and articulated façade designs, as well as strategic landscaping to serve as natural windbreaks. As the design progresses, additional wind tunnel testing will be crucial to assess the effectiveness of these measures and make further refinements as necessary to ensure optimal wind comfort across the site. Further revisions and mitigation measures will be required to be investigated through detailed design phases for the development.