

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990 and Provincial Policy Statement, 2020

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities (section 2 i);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);

- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing 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 (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
- 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 (section 1.1.1 d);
- 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 (section 1.1.1 e);
- improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
- preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
- *Settlement areas* shall be the focus of growth (section 1.1.3.1);
- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
 - efficiently use land and resources;
 - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - prepare for the impacts of a changing climate;
 - support active transportation;

- are transit-supportive, where transit is planned, exists or may be developed;
- 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 accommodate taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs (section 1.1.3.3);
- appropriate development standards should be promoted which facilitate *intensification, redevelopment* and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
- new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);
- 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 (section 1.4.3 b, c, d, f):
 - permitting and facilitating:
 - 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,
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - 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;
 - promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - 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;

- healthy, active communities should be promoted by (section 1.5.1 a, b):
 - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - 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;
- 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 (section 1.8.1 a, b, e, f, g):
 - promote compact form and a structure of nodes and corridors;
 - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
 - encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
 - promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
 - maximize vegetation within settlement areas, where feasible;
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The subject lands are within the “Built-up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
 - Have a *delineated built boundary*;
 - Have existing or planned *municipal water and wastewater systems*; and,
 - Can support the achievement of *complete communities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
 - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
 - 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;
 - Expand convenient access to:
 - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - *Public service facilities*, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
 - healthy, local, and affordable food options, including through urban agriculture;
 - provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
 - mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
 - integrate *green infrastructure* and appropriate *low impact development*.

- 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 (section 2.2.6.3);

Regional Official Plan

The subject application is within the “Urban System” designation on Schedule D, and “Built-up Area” on Schedule D4 as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (section 5.3.2.3);
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
 - support the Urban System objectives and policies in this Plan;
 - support pedestrian-friendly and transit-supportive urban development;
 - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
 - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- accommodate *intensification* within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (section 5.5.3.2.3);
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);

- collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential *development, redevelopment and intensification* in support of Regional and *area municipal official plan* policies promoting *compact forms of development* and residential *intensification* (section 5.8.2.6);
- support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3); and,
- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

Official Plan:

The property is designated “Residential” on Schedule A – General Land Use Designations of the City of Brampton Official Plan. The property is also located along a “Primary Intensification Corridor” and adjacent to a “Gateway Mobility Hub” as shown on Schedule 1 – City Concept. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. Primary Intensification Corridors are those which are identified as higher order transit corridors linking major destinations within and beyond the City. Mobility Hubs are places of connectivity where different modes of movements from walking and cycling to higher order transit intersect seamlessly. Central Major Transit Station Areas have been identified as Gateway Mobility Hubs. These areas are planned to accommodate a concentration of higher density residential and/or commercial, institutional and employment development.

The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 (section 3.2.2.1);
- Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare (section 3.2.5.1.1);

- 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 building 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 (section 3.2.1.2);
- 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 (section 3.2.4.1.4);
- Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6 (section 3.2.6.2);
- Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12 (section 3.2.6.4);
- The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan (section 4.2.1.2);
- 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 (section 4.2.1.3);
- 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 (section 4.2.1.6);
- Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met (section 4.2.1.8);
- 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 (section 4.2.1.9);

- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
 - Variety of housing types and architectural styles;
 - Siting and building setbacks;
 - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
 - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
 - Incorporation of multiple unit dwellings and apartments; and,
 - Landscaping and fencing on private property;
- The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas (section 4.2.1.18);
- Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan (section 4.2.7.1);
- From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations (section 4.5.2.10);
- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to iii):
 - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
 - Requiring the provision of adequate off-street private parking; and,
 - Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets;

- The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets (section 4.5.5.5);
- Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
 - Communicate the image and character of the community;
 - Reinforce the street network and enhance special community roads (primary streets);
 - Promote an urban relationship between built form and public spaces;
 - Enhance the daily experience of the residents and visitors;
 - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
 - De-emphasize the importance of the car/garage on the streetscapes;
 - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
 - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;
- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);

- The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);
- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity (section 4.11.2.2.2);
- The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage (section 4.11.2.6.1);
- A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art (section 4.11.2.6.3);
- These spaces should be linked physically and visually to the pedestrian network and other public spaces (section 4.11.2.6.4);
- The developer should promote the active management and programming of these semi public spaces (section 4.11.2.6.6);
- 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 wide Cityscape (section 4.11.3.1.2);
- In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development (section 4.11.3.1.3);
- Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule “A”, and subject to the policies of this Plan (section 4.11.3.2.1);
- 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 (section 4.11.3.2.3);

- Gradation of height should be used such that the lower building or portions of the building are placed nearest the neighbouring structures. To minimize potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest (section 4.11.3.2.6);
- 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) (section 4.11.3.2.7);
- Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section (section 4.11.4.1);
- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2);

Amendment to the Official Plan

An amendment to the Official Plan is not required.

Secondary Plan:

The property is designated "Mixed Use – 1 (MU-1)" in the Hurontario-Main Corridor Secondary Plan (Area 55). The property is designated "Brampton Gateway Character Area" on Appendix A, and "Gateway Mobility Hub" on Appendix F of the Secondary Plan.

The following policies of the Secondary Plan are applicable to the subject property:

- Density (section 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. 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;

- Building Height (section 5.1.2)

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);

- Noise and Vibration (section 5.1.3)

Proponents of development within Secondary Plan Area 55 shall address noise and vibration impacts in accordance with Section 4.6.15.1 of the Official Plan;

- Mixed Use – General (section 5.3.1 i. to v, vii, viii)

- 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;
- Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both Mixed Use and single use buildings shall be permitted;

- High density residential dwellings in accordance with Section 4.2 of the Official Plan shall be encouraged;
- The co-location of community facilities will be encouraged;
- Permitted Uses at Ground Level
 - Lands adjacent to the transit stop at the Steeles Avenue/Hurontario Street intersection and within the Gateway Mobility Hub represent areas of higher densities and greater pedestrian activity and shall require retail uses to develop with street frontage at ground level as shown on Appendix B. Lands south of Steeles Avenue West fronting Hurontario Street shall require retail, commercial, office or institutional uses to develop with street frontage at ground level as shown on Appendix B. A convertible frontage, which permits residential uses at ground level that may transition to retail, commercial, office or institutional uses in the future, shall be permitted generally along Ray Lawson Boulevard, Sir Lou Drive, County Court Boulevard and Main Street South, north of Bartley Bull Parkway, as shown on Appendix B;
- 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;
- Setback above Podium

In addition to the above-noted setback requirement, buildings above the podium will generally be set back a - 18 - minimum of 2.5 metres, in locations identified on Appendix D;
- 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) (section 5.3.2.1);
- The Collector Roads designated on Schedule SP55(a) are intended to develop and function in accordance with the guidelines and classifications outlined in Part I, Section 4.5.2 of the Official Plan (section 5.9.3.1 i);
- The new connections shown on Appendix E will generally be new Collector Roads that serve as vehicular access points for development along the Corridor. This helps to decrease the number of driveways directly accessing Hurontario/Main Street. In some locations, however, other than the Malta Avenue extension to Steeles Avenue and the Lancashire Lane extension to

Malta Avenue, public streets are not possible or desirable. In these cases public walkways or publicly-accessible private pathways will be considered. In all cases these walkways and pathways must be safe, attractive and accessible 24 hours a day (section 5.9.3.1 ii);

- 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 (section 5.9.3.1 iii);
- 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 (section 5.9.3.1 iv);
- Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the local road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of LRT stops, turning lanes, bus bays, utilities and corner parkettes in accordance with the policies of the Official Plan (section 5.9.3.1 v);
- The land acquired as a condition of development approval for road widenings and new road links shall be included in the calculation of permissible gross floor area (section 5.9.3.1 vi);
- 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 (section 5.9.4.1 i);
- New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks (section 5.9.4.1 ii);
- Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience (section 5.9.4.1 iii);
- Winter maintenance of pedestrian linkages along streets shall be undertaken to encourage active use of all streets throughout the winter months (section 5.9.4.1 iv);
- 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 (section 5.9.4.1 v);

- New development shall promote pedestrian connections. Gated developments, cul-de-sacs and other approaches to development, which reduce connectivity, shall not be permitted (section 5.9.4.1 vi);
- 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 (section 5.9.5.1 ii);
- Bicycle parking areas shall be well lit and designed to ensure safety (section 5.9.5.1 iii);
- On-street bicycle parking is encouraged at appropriate locations and may be used to meet the above-noted bicycle parking standards (section 5.9.5.1 iv);
- Bicycle parking shall not be located directly adjacent to areas of high-pedestrian traffic including in close proximity to street - 38 - corners, transit stops, bus loading zones, goods delivery zones, taxi zones, emergency vehicle zones, hotel loading zones, near fire hydrants, near driveways, access lanes or intersections. Onstreet bicycle parking is encouraged at appropriate locations (section 5.9.5.1 v);
- 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 (section 5.9.6 ii);
- Parking structures are discouraged from fronting Hurontario/Main Street and all major cross streets. However, if fronting Hurontario/Main Street or a major cross street, parking structures shall comply with the policies in this Chapter with respect to “Permitted uses at ground level facing the street”, “Minimum floor height” and “Continuous frontage” (section 5.9.6 iii);
- Shared parking facilities and shared vehicle access points will be encouraged. As a condition of development approval, landowners shall enter into agreements which among other matters shall determine ultimate access and shared parking arrangements (section 5.9.6 iv);
- 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 (section 5.11.1 i);

- 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 (section 5.11.1 ii);
- 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 (section 5.11.1 iv);
- 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 (section 5.11.1 v);
- The layout of the streets, configuration of lots and siting of buildings shall ensure that (section 5.11.1 vi. a to f):
 - 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;
 - 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;
 - Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
 - Roofs are articulated and roof-top mechanical equipment are appropriately integrated into the building massing;
 - Pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,
 - 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;

- Growth is intended to support transit, facilitate ‘place-making’ and to enhance the Corridor (section 5.11.2 ii);
- Growth shall facilitate place-making by providing public art and cultural venues that provide a sense of identity. Multi-functional public oriented/accessible spaces including public and private squares and plazas will be created in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (2010). Together with the City’s parks, this will contribute to a cohesive transitional mixture of urban and open space along the corridor (section 5.11.2 iii);
- Areas identified for place-making shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use (section 5.11.2 iv);
- Public art shall animate civic spaces and reflect the culture and diversity of the local residents and community (section 5.11.2 v);
- Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use (section 5.11.5 i);
- Sidewalks shall (section 5.11.5 a to f):
 - Be wide and hardscaped when fronting commercial uses;
 - Include landscaping and walkways when fronting residential uses;
 - Link and enhance existing pedestrian paths and trails, while creating new ones wherever possible;
 - Provide for cycling routes;
 - 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 - 46 - 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,
 - 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;

Amendment to the Secondary Plan

An amendment to the Secondary Plan is not required.

Zoning By-law:

The property is zoned “Residential Apartment A(3) Holding – Section 2532 (R4A(3)(H) – 2532)” by By-law 270-2004 as amended. This zone permits a range of residential and commercial uses. This zone limits the maximum number of residential units to 269 units and a maximum building height of 12 storeys. Further, there is a Holding (H) symbol on the property that shall not be removed until such time as adequate vehicular access can be provided to service development north of Malta Avenue to the satisfaction of the Chief Planning and Infrastructure Services Officer. Adequate access in this respect may be comprised of the completion of Malta Avenue, the connection of Malta Avenue to Lancashire Lane, an access to Steeles Avenue, a combination thereof, or other comparable access arrangements to the satisfaction of the Chief Planning and Infrastructure Services Officer. Until such time as the Holding (H) symbol is removed, development in this zone shall be limited to a maximum of 80 residential units, and shall not occupy any portion of the property within 35 metres of the Steeles Avenue frontage.

Amendment to the Zoning By-law

The application has submitted a draft zoning by-law. The following zoning exceptions to the R4A(3) Zone in site-specific exception 2532 are included in the draft Zoning By-law Amendment:

- Delete 2532.2 3) and replace with:

“The maximum number of residential units shall not exceed 298 on the Phase 2 lands. A site-specific zoning by-law amendment shall be required to identify the maximum number of residential units on the Phase 3 lands.”

- Delete 2532.2 4) a), b) and c), and replace with:

“a) For buildings located within 30 metres of Steeles Avenue West, the minimum height shall be 8 storeys and the maximum height shall be 12 storeys on the Phase 3 lands; and,

b) The maximum building height on the Phase 2 lands shall be 21-storeys (65 metres) exclusive of any roof-top mechanical penthouse or architectural feature.”

- Delete 2532.2 8), and replace with:

“a) Minimum setback from Steeles Avenue West or Malta Avenue for the portion of a building that is 15 metres above grade or greater shall be an

additional 3 metres from the actual setback of the building below 15 metres on the Phase 3 lands;

b) Minimum setback from Malta Avenue for the portion of a building that is 27 metres above grade or greater shall be an additional 3 metres from the actual setback of the building below 27 metres on the Phase 2 lands.”

- Delete 2532.2 11), and replace with:

“Minimum Lot Area: 17 square metres per dwelling unit on the Phase 2 lands. A site-specific zoning by-law amendment shall be required to identify the Minimum Lot Area on the Phase 3 lands.”

- Delete 2532.2 13), and replace with:

“Maximum Lot Coverage: 33.5 % on the Phase 2 lands. A site-specific zoning by-law amendment shall be required to identify the Maximum Lot Coverage on the Phase 3 lands.”

- Delete 2532.2 14), and replace with:

“Minimum Landscape Open Space: 32 % on the Phase 2 lands. A site-specific zoning by-law amendment shall be required to identify the Minimum Landscape Open Space on the Phase 3 lands.”

- Delete the Holding “H” provisions in 2532.2 18), and replace with:

“Deleted”.

- Adding the following to 2532.2:

“16) e) Visitor Parking – 0.15 spaces per dwelling unit applicable to the Phase 2 lands only;

19) The minimum number of bicycle parking spaces that shall be provided on the Phase 2 lands: One (1) space for every two (2) residential units on the respective Phase 2 and Phase 3 lands in accordance with the Hurontario Main Corridor Secondary Plan (2017);

20) Maximum Permitted Floor Space Index (FSI) shall be 4.25 on the Phase 2 lands. A site-specific zoning by-law amendment shall be required to identify the Maximum Permitted FSI on the Phase 3 lands;

21) Minimum Interior Side Yard Setback of 0.0 m on the Phase 2 lands.”

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 59 points; a silver designation which exceeds the City's minimum Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application

- Concept Site Plan
- Parking Plan
- Architectural Plans
- Shadow Study
- Landscape Plans
- Property Survey
- Noise Feasibility Study
- Tree Inventory and Preservation Plan and Report
- Transportation Impact Study
- Fire Truck Turning Assessment Report
- Phase I Environmental Site Assessment
- Record of Site Condition
- Site Servicing and Grading Plan
- Functional Servicing Report
- Stormwater Management Report
- Sustainability Score and Summary
- Urban Design Brief
- Planning Justification Report
- Draft Zoning By-law Amendment

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.