

APPENDIX 8

DETAILED PLANNING ANALYSIS CITY FILE NUMBERS: OZS-2020-0028

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Hurontario-Main Corridor Secondary Plan (Area 55) provide direction and policies that encourage sustainable development and support a transit-oriented approach to land use planning while supporting urban growth to create a mixed-use transit-oriented community. 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 the Planning Act R.S.O 1990 in terms of the following:

- *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).*

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These are described in the relevant sections below.

Provincial Policy Statement (2020)

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement:

- *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).*

The subject lands are located within a settlement area that are defined in provincial and municipal planning documents. The proposed development is designated “Residential” and “Mixed Use – 1 (MU-1)” in the Hurontario-Main Corridor Secondary Plan which permits a full range of major office, commercial, institutional, cultural and entertainment uses, as well as medium and high density residential uses. This development provides a range of market-based residential units including 5 Bachelor units, 125 One-Bedroom units, 152 Two-Bedroom units and 8 Three-Bedroom units. Among these units, 50 units will be constructed as accessible units. The development will occur according to the planned land use function according to the Official Plan and Secondary Plan policies, and will utilize the existing infrastructure capacity that will service this development. This development will occur in an orderly manner as the site design contemplates the integration of the overall site with the future Phase 3 (on Block 3) development along Steeles Avenue West. Examples include a shared access from Malta Avenue, a common courtyard and amenity spaces. This will help achieve a compact built form and allow for the efficient use of land, infrastructure and public service facilities. The proposed development will utilize the existing transit infrastructure along Steeles Avenue as well as support active transportation by connecting to the existing sidewalk network. This development will be suitable for persons with disabilities and seniors as it provides accessible facilities in the building, in addition to offering 50 accessible units. Based on the foregoing, the proposed development satisfies Section 1.1.1 a, b, c, d, e, f, g, 1.1.3.1, 1.1.3.2 a, b, e, f, 1.1.3.3, 1.1.3.6, 1.4.3 b, c, d, f, and 1.8.1 a, b, e of the Provincial Policy Statement.

The various applicable City departments and external agencies have reviewed the technical reports and supporting material, including:

- Planning Justification Report,
- Urban Design Brief and Shadow Study,
- Stormwater Management and Functional Servicing Report,
- Noise Impact Study,
- Transportation Impact Study,
- Tree Inventory and Preservation Plan,
- Phase 1 Environmental Site Assessment and
- Sustainable Score and Summary.

The reports and supporting material are found to be satisfactory. Appendix 10 includes the results of application circulation and clearances from various City departments and external agencies. The proposed development satisfies Section 1.1.3.4 of the Provincial Policy Statement.

The architectural design, including the building façade, site layout and landscaping, will be oriented to improve the streetscape character along Malta Avenue and create an attractive public realm. The Urban Design Brief includes design principles to achieve a human-scale design treatment at the street level, provision of multiple entrances to provide porous connections, provision of clear glazing at the ground floor to create a safe public realm, and a well-designed amenity area located at the south side of Malta Avenue for residents and visitors alike. The private street will comprise of an internal

woonerf-type courtyard that will provide amenity area for residents while also allowing vehicular circulation to the building entrances and parking. This satisfies Section 1.5.1, a, b and 1.8.1 g of the Provincial Policy Statement.

Furthermore, the stormwater management plan and report submitted with the application confirms that the site can retain runoff from at least a 5 mm rainwater event and at least 80 percent of the Total Suspended Solids will be removed from all runoff leaving the site on an annual loading basis. The report also identifies sustainability measures including rainwater harvesting with the rainwater collected from the building roof-top, terraces, and outdoor amenity areas, being re-used. It also identifies an internal plumbing and greywater re-use system. Additionally, the sustainability summary submitted with the application notes that the proposed building design will be in accordance with the Ontario Building Code, and that Municipal Standards will be satisfied such as reducing light pollution, bird friendly design, solid waste management, and energy conserving lighting standards. This satisfies Sections 1.1.1 i, 1.1.3.2 c and d, 1.8.1 d and 3.1.3 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

- 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);

This property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a built-up area that is planned to accommodate this type of growth, has access to existing transit network as well as municipal water and wastewater systems. This satisfies Section 2.2.1.2 a of the Growth Plan.

The proposed development will add to the diverse mix of residential unit types by providing a mix of one-bedroom, two-bedroom and three-bedroom apartment units. These units will accommodate a diverse range of household sizes, ages, and incomes. There will be access to existing transit network via Steeles Avenue as well as access to the pedestrian sidewalk network. The amenity areas will act as a community gathering space within the proposed development and will be located at central locations within the development, such as a passive seating area in an internal courtyard and a parkette

at the south end of the development along Malta Avenue. This satisfies Sections 2.2.1.4 (a) to (e), and 2.2.6.3 of the Growth Plan.

Furthermore, the stormwater management plan and report submitted with the application confirms that the site can retain runoff from at least a 5 mm rainwater event and at least 80 percent of the Total Suspended Solids will be removed from all runoff leaving the site on an annual loading basis. The report identifies sustainability measures including rainwater harvesting with the rainwater collected from the building roof-top, terraces, and outdoor amenity areas, being re-used. It also identifies an internal plumbing and greywater re-use system. Additionally, the sustainability summary submitted with the application notes that the proposed building will be design in accordance with the Ontario Building Code, and that Municipal Standards will be satisfied such as reducing light pollution, bird friendly design, solid waste management, and energy conserving lighting standards. This satisfies Sections 2.2.1.4 f and g of the Growth Plan.

The various applicable City departments and external agencies have reviewed the technical reports and supporting material, including Planning Justification Report, Urban Design Brief and Shadow Study, Stormwater Management and Functional Servicing Report, Noise Impact Study, Transportation Impact Study, Tree Inventory and Preservation Plan, Phase 1 Environmental Site Assessment and Sustainable Score and Summary. The reports and supporting material are found to be satisfactory. Appendix 10 includes the results of application circulation and clearances from various City departments and external agencies.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth.

The subject 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 proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the Region of Peel Official Plan:

- 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).

The proposed development is located within the Regional “Urban Boundary” and “Built-up Area”. The proposal will efficiently utilize the existing services and infrastructure for servicing, waste water and transit systems. By being in proximity to Steeles Avenue and Hurontario Street, the proposal will support a pedestrian-friendly and transit-supportive urban development and accommodate growth along the intensification corridors. Staff is satisfied that the site design will have a compact built form while creating an attractive public realm surrounding the development. The site design will be further refined at the detailed design stage. Principles of Crime Prevention through Environmental Design will be incorporated to ensure a safe and comfortable public realm. Further, the various applicable City departments and external agencies have reviewed the technical reports

and supporting material, including Planning Justification Report, Urban Design Brief and Shadow Study, Stormwater Management and Functional Servicing Report, Noise Impact Study, Transportation Impact Study, Tree Inventory and Preservation Plan, Phase 1 Environmental Site Assessment and Sustainable Score and Summary. The reports and supporting material are found to be satisfactory. Appendix 10 includes the results of application circulation and clearances from various City departments and external agencies. As such, the proposed Zoning By-law conforms to Sections 5.3.2.2, 5.3.2.3, 5.3.2.6 a to d, 5.5.3.2.3, 5.8.2.6, 5.9.10.2.3 and 5.9.10.2.4 of the Region of Peel Official Plan.

The proposed development will add to the diverse mix of residential unit types by providing a mix of one-bedroom, two-bedroom and three-bedroom apartment units. These units will accommodate a diverse range of household sizes, ages, and incomes. The proposed Zoning By-law conforms to Sections 5.8.2.3 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Region of Peel Official Plan.

The subject property is designated “Residential” on Schedule A – General Land Use Designations. The property is also located along a “Primary Intensification Corridor” and is adjacent to a “Gateway Mobility Hub” as shown on Schedule 1 – City Concept.

The following Official Plan policies are applicable to this application:

- *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);*
- *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);*

- *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);*
- *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);*

The proposed development will contribute towards the minimum targets for new residential development within the built-up area, as well as towards the Gateway Hub policies to accommodate 100 to 150 people and jobs combined per hectare. Further, as per the Gateway Hub policies, the proposed development contributes to a floor space index of 3.0 over the entire Gateway Mobility Hub Area by providing a 21 storey building with a floor space index of 5.0 for the subject lands. While the floor space index for the proposal is currently 4.25, the zoning provisions reflect a maximum floor space index of 5.0. Refer to the Zoning By-law Amendment section in this appendix for an explanation. Similarly, it will contribute to the Primary Intensification Corridor targets of a floor space index of 1.5 over the entire intensification corridor. As such, the proposed development is consistent with Sections 3.2.1.2, 3.2.2.1, 3.2.5.1.1, 3.2.5.1.5, 3.2.6.2, and 4.2.1.6 of the Official Plan.

While the Hurontario-Main Corridor Secondary Plan permits a maximum floor space index of 4.0 at this property, the proposed Zoning By-law amendment seeks to exceed this density to a floor space index of 5.0 as per Sections 3.2.4.1.4 and 3.2.6.4 of the Official Plan.

The Official Plan encourages a range of housing accommodation in terms of dwelling type, through appropriate mix and density policies. As the subject lands are within the Intensification Corridor and Mobility Hub, residential development may exceed 200 units per net hectare. The proposed development is proposing a density of 577 units per net hectare. This increase in density was evaluated as part of this application. The apartment units will accommodate a range of housing incomes and add to the existing housing mix offered in Brampton. This satisfies 4.2.1.2, 4.2.1.3 and 4.2.1.8 of the Official Plan.

The proposed development aligns with City's policies concerning site design. The proposal provides an architectural design that is consistent with the tall building guidelines. The proposed building will add a significance presence to the Brampton skyline while being sensitive to pedestrians at street level. The applicant submitted an urban design brief, shadow impact study, noise study and engineering studies to address shadowing, drainage, access and vehicular circulation matters. Please refer to the summary of the technical studies contained in this appendix. The proposed building meets a 45 degree angular plane from Malta Avenue. It also provides a gradation of height along the south end of the building to ensure an adequate transition to low-rise buildings to the south and south-west. Therefore, it will be appropriately setback from the surrounding residential uses. The proposed development offers various indoor and outdoor amenity spaces within and around the proposed building and range from children play areas, gym and passive recreation spaces. The principles that will guide the design of key elements such as unit widths and depths, façade design, amenity areas, and landscape design have been finalized and will be implemented during the detailed design stage. Further, the various applicable City departments and external agencies have reviewed the technical reports and supporting material, including Planning Justification Report, Urban Design Brief and Shadow Study, Stormwater Management and Functional Servicing Report, Noise Impact Study, Transportation

Impact Study, Tree Inventory and Preservation Plan, Phase 1 Environmental Site Assessment and Sustainable Score and Summary. The reports and supporting material are found to be satisfactory. Appendix 10 includes the results of application circulation and clearances from various City departments and external agencies. This satisfies Sections 4.2.1.9, 4.2.1.14 i to vii, 4.2.7.1, 4.11.2.1.3, 4.11.3.1.2, 4.11.3.1.3, 4.11.3.2.3, 4.11.3.2.6, 4.11.3.2.7, 4.11.4.1 and 4.11.4.2 of the Official Plan.

The proposed development will be consistent with the Brampton Accessibility Technical Standards and promotes universal design principles. In addition, 50 units will be constructed as accessible units. This satisfies Section 4.2.1.18 and 4.5.2.28 of the Official Plan.

Furthermore, the stormwater management plan and report submitted with the application confirms that the site can retain runoff from at least a 5 mm rainwater event and at least 80 percent of the Total Suspended Solids will be removed from all runoff leaving the site on an annual loading basis. The report identifies sustainability measures including rainwater harvesting with the rainwater collected from the building roof-top, terraces, and outdoor amenity areas, being re-used. It also identifies an internal plumbing and greywater re-use system. Additionally, the sustainability summary submitted with the application notes that the proposed building will be design in accordance with the Ontario Building Code, and that Municipal Standards will be satisfied such as reducing light pollution, bird friendly design, solid waste management, and energy conserving lighting standards. This satisfies Sections 4.11.2.1.2 g of the Official Plan.

Appropriate right-of-way dedications were completed at the time of the subdivision application pertaining to the subject lands. Section 4.5.2.10 of the Official Plan has been satisfied.

The urban design brief submitted with the application includes principles for streetscape design and amenity spaces including elements such as tree planting, landscaping buffers pedestrian facilities, screening electrical utilities and seating areas. The proposed landscape design and amenity spaces will create a cohesive community identity through visual cues. The amenity space located within the courtyard and at the south side of the subject lands will provide visitors and residents alike with a comfortable space within an urban context. Along Malta Avenue, access connections from the building, clear glazing and street lighting will provide a pedestrian-scaled environment that is safe and comfortable. These elements will be implemented at the detailed design stage. The interior courtyard of the development envisions a woonerf design for the private street. This design will discourage excessive speeds while also providing a usable amenity space for residents. Vehicular access will be permitted from Malta Avenue for both Phase 2 and future Phase 3. The location of this access at this time is temporary and will change at the time of the extension of Malta Avenue towards south-east. In addition, an emergency access from Steeles Avenue has been incorporated in the site design. The proposal offers adequate off-street parking within the three levels of underground parking to accommodate the needs of future residents.

This satisfies Section 4.5.2.23 i to iii, 4.5.2.26, 4.5.5.5, 4.11.2.1.2 and 4.11.2.1.5 of the Official Plan.

The interior courtyard includes a passive amenity space which offers a unique mix of landscape feature and public art. This space will help create a local landmark for this community. Further, visual cues and design elements will help create a hierarchy of usable spaces as well as link the spaces through pedestrian walkways. The future Condominium Corporation will be responsible for management and programming of these spaces. This satisfies Section 4.11.2.2.2, 4.11.2.6.3, 4.11.2.6.4 and 4.11.2.6.6 of the Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the City of Brampton Official Plan.

Hurontario-Main Corridor Secondary Plan (Area 55)

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 – Character Area, and “Gateway Mobility Hub” on Appendix F – Major Public Transit Facilities of the Secondary Plan.

The following Secondary Plan policies are applicable to this application:

- *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 – Permitted Use at Ground Level Facing the Street. 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 – Setbacks, 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 MixedUse 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 - Permitted Use at Ground Level Facing the Street. 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 – Permitted Use at Ground Level Facing the Street. 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 - Permitted Use at Ground Level Facing the Street;

- *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 – Setbacks;

- *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 – Setbacks;

- *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 – Future Road Connections 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 – Future Road Connections 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;*

The proposed Zoning By-law Amendment seeks to permit this development by increasing the density to a floor space index of 4.25. While the floor space index for the proposal is currently 4.25, the zoning provisions reflect a maximum floor space index of 5.0. Refer to the Zoning By-law Amendment section in this appendix for an explanation. The various applicable City departments and external agencies have reviewed the technical reports and supporting material, including Planning Justification Report, Urban Design Brief and Shadow Study, Stormwater Management and Functional Servicing Report, Noise Impact Study, Transportation Impact Study, Tree Inventory and Preservation Plan, Phase 1 Environmental Site Assessment and Sustainable Score and Summary. The reports and supporting material are found to be satisfactory. Appendix 10 includes the results of application circulation and clearances from various City departments and external agencies. As such, the proposed development is consistent with Section 5.1.1 of the Secondary Plan.

A maximum building height of 21 storeys is proposed by this development. As such, it is consistent with Sections 5.1.2 and 5.3.2.1 of the Secondary Plan.

A Noise Impact Study was submitted with the application. Acoustics engineering staff at the City have reviewed this study and are satisfied with the proposed measures to minimize noise impacts. These measures will be implemented at the detailed design stage. A summary of this study is provided in this appendix. Therefore, the proposed development is consistent with Section 5.1.3 of the Secondary Plan.

This application proposes high density residential dwellings. The community facilities proposed in this phase are planned to be shared with the future Phase 3, located immediately north of this development. While setbacks for buildings and podiums identified in Appendix D - Setbacks are not applicable to this development because the subject lands do not have frontage on Steeles Avenue, the proposed building meets the goal of this appendix by providing reduced setbacks along Malta Avenue that will help establish a consistent street wall. In addition, the building provides a 6.3 metre setback from 7th to 9th floor, and then a setback of 14.9 metre setback to the tower which provides articulation and an attractive massing. The proposed development is consistent with Section 5.3 i to v, vii, and viii, 5.11.1 vi. a of the Secondary Plan.

Appendix E – Future Road Connections of the Hurontario-Main Corridor Secondary Plan identifies the future extension of Malta Avenue and Lancashire Lane. The design and site layout for this development takes this future extension into consideration. The proposed access is a temporary access and the location of the ultimate access is depicted on the site plan drawings. The ultimate access will be built at the time of extension of Malta Avenue and Lancashire Lane. Appropriate conditions for these works will be required as conditions for site plan approval. Appropriate road widening requirements along the subject lands have been completed through a previous subdivision application. As such, the proposal is consistent with Sections 5.9.3.1 i, ii, iv, v and vi, 5.11.1 iv, 5.11.1 vi e of the Secondary Plan.

Furthermore, the stormwater management plan and report submitted with the application confirms that the site can retain runoff from at least a 5 mm rainwater event and at least 80 percent of the Total Suspended Solids will be removed from all runoff leaving the site on an annual loading basis. The report identifies sustainability measures including rainwater harvesting with the rainwater collected from the building roof-top, terraces, and outdoor amenity areas, being re-used. It also identifies an internal plumbing and greywater re-use system. Additionally, the sustainability summary submitted with the application notes that the proposed building will be design in accordance with the Ontario Building Code, and that Municipal Standards will be satisfied such as reducing light pollution, bird friendly design, solid waste management, and energy conserving lighting standards. This satisfies Sections 5.11.1 i and ii of the Secondary Plan.

The Urban Design Brief submitted with the application outlines a vision for this development. It covers specific design principles to guide the site and building architectural design, including principles about site elements as 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 spaces will be designed for multi-functional uses. The landscape feature in the centre of the proposed inner courtyard will contain a combination of landscaping and art-feature, and will be animated by the future Condominium Corporation. This satisfies Sections 5.9.4.1 i to vi and 5.11.1 i, v, 5.11.1 vi b, c, d, f, 5.11.2 ii to v of the Secondary Plan.

Sidewalks and pedestrian connections on the subject lands have been incorporated in the design. The servicing and parking facilities are integrated into the building design. The sidewalk along Malta Avenue will be 1.5 metre wide and will be lined with landscaping to provide a buffer from the building. The pedestrian paths will be linked with the sidewalk network. This satisfies Sections 5.9.3.1 iii, 5.11.5 a to f of the Secondary Plan.

145 bicycle parking spaces are proposed to be located at the P1 underground level which will be accessed from a private street connecting from Malta Avenue. These spaces will be located in an area that will be well-lit to ensure safety. This area will be a high pedestrian traffic area so bicycle parking at-grade is not provided. This satisfies Section 5.9.5.1 ii to v of the Secondary Plan.

The proposed development and future phase 3 development to the north will share a single access from Malta Avenue. This will ensure that there will be no parking structures fronting on Steeles Avenue. This satisfies Sections 5.9.6 ii to iv of the Secondary Plan.

Based on the foregoing, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Hurontario-Main Corridor Secondary Plan.

Zoning By-law Amendment

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.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 11 of this report that is required to implement the proposed residential uses.

Residential Zoning Permissions

The Zoning By-law amendment amends the specific Residential Apartment A(3) Holding – Section 2532 zoning designation that is contained in the Zoning By-law recommended for approval (Appendix 11). The zoning provisions include permitting the number of units to a maximum of 290 units, floor space index of 5.0, building height of 21 storeys, specific yard setbacks, maximum lot coverage, and minimum landscaped open space. The applicant has noted that the subject lands (Phase 2) along with the future Phase 3 and a sliver of vacant land along Malta Avenue will be subject to a future Lot Line Adjustment. While this Lot Line Adjustment will be subject to a separate application process, the zoning provisions in this amendment take into account the tentative future lot boundary for Phase 2. This would ensure that the zoning provisions of this amendment remain in compliance should the future Lot Line Adjustment occurs. These provisions include maximum lot coverage, minimum landscape open space, and maximum floor space index. The various zoning provisions, along with other residential and non-residential requirements, are appropriate in this context in implementing built form objectives and principles outlined in the applicant's approved urban design brief.

Removal of Holding Zone for both Phase 2 and Phase 3 (Block 2 and Block 3 as identified on Plan 43M-2062)

The Zoning By-law amendment also proposes to remove the Holding (H) symbol that applies to both Phase 2 and Phase 3 lands. The Holding (H) symbol restricts the number of units to a maximum of 80 units until such time an adequate vehicular access can be provided to service development north of Malta Avenue to the satisfaction of the City. In this regard, the application proposes a full moves vehicular access from Malta Avenue and a 6 metre wide emergency access from Steeles Avenue. City transportation and Region of Peel transportation departments have reviewed the Traffic Impact Study submitted with the application and are satisfied that the proposed combination of vehicular and emergency access are adequate.

Technical Requirements

The following technical requirements have been satisfied.

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal

policy. The report and its addendums conclude 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 (Area 55) are satisfied and the development represents good planning.

Transportation Impact Study

A Transportation Impact Study was submitted by the applicant to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, parking requirements and provisions, vehicle manoeuvring and circulation. The assessment concludes that the traffic volumes are expected to grow by the 2022, 2027, 2032 and 2037 horizon years. Malta Avenue-McMurchy Avenue South and Steeles Avenue West intersection is forecast to continue operating at an acceptable level of service, within capacity and with no critical movements during the weekday AM and PM peak hours for all horizon years. The assessment estimates 95th percentile queues are expected to fall within available storage for all turn lanes during both peak hours in all horizon years.

The assessment also undertook an investigation of a worst-case scenario assuming the extension of Malta Avenue southerly connecting to Tina Court would not be place by the year 2037. The assessment notes that “the proposed development is forecast to generate 352 trips during the AM peak hour and 419 trips during the PM peak hour at full build-out (Phase 1, Phase 2 and Phase 3). This estimate is conservative (i.e. errs on the high side) as no reductions to the trip generation were made to account for existing BRT services provided along the Steeles Avenue W corridor and future anticipated Hurontario-Main LRT services.” Hence, the assessment determines that with the completion of all 3 phases of the i2 development owned lands, the intersection of Steeles Avenue West/Malta Avenue-McMurchy Avenue can accommodate the development without the need for any intersection improvements.

Finally, the assessment recommends that the Holding (H) symbol can be lifted from a transportation perspective, and that “the signal timing changes be implemented as necessary at the study area intersections to achieve optimal operations for all movements. No other road or traffic control improvements are required to serve the traffic volumes generated by the proposed development based upon the assumed roadway and network configuration (ie. No Malta Avenue extension southerly to Tina Court.)”

Urban Design Brief and Shadow Study

The Urban Design Brief was prepared in compliance with the City of Brampton’s Development Design Guidelines. The Brief develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm and amenity spaces.

The shadow study assessed for March 21, June 21, September 21 and December 21 at 9:30 am, 12:30 pm, 3:30 pm and 6:30 pm. The shadow study concludes that the overall shadow impact upon the surrounding lands are considered to be minimal throughout the year with the least impact during the summer months when people tend to be outdoors.

Functional Servicing and Stormwater Management Report

The applicant prepared a Functional Servicing and Stormwater Management Report in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing.

The Functional Servicing and Stormwater Management Report conclude that the proposed development can be serviced utilizing the existing and proposed infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage, and stormwater management.

Stormwater Servicing

A stormwater management report was submitted along with the functional servicing report. This report concludes that the storm water will be released to the municipal storm sewer system discharging to the Malta Avenue storm sewer system and ultimately to Mast Drive storm sewer. The actual release rate of 10.5 litres per second does not exceed the allowable release rate of 12.4 litres per second set in the subdivision's functional servicing report.

The stormwater storage will be provided through roof storage as well as an underground storage tank. The provided storage of 226 cubic metres exceeds the minimum storage requirement of 170 cubic metres. Water balance requirements will be met via initial abstraction and rain water harvesting tank for re-use.

Finally, the report notes that the quality control will be provided via a Jellyfish filter unit capable of removing over 80% of Total Suspended Solids.

Sanitary Servicing

Sanitary servicing infrastructure has been designed to accommodate the subject lands. The existing 250 mm sanitary sewer on Mast Drive will be used to service the subject property. A gravity sanitary sewer is proposed to run south within the temporary easement at the eastern boundary of the Phase 1 lands located south of Malta Avenue, to serve the proposed development. The report notes that the section of sewer built to serve the proposed development is temporary, until the Malta Avenue extension is functional.

Water Servicing

The proposed development will be serviced from an existing 300 mm diameter water main located on Malta Avenue to the west of the site where a stub has been provided.

Noise Impact Study

The Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and the Ontario Ministry of the Environment, Conservation and Parks. This report finds that the proposed residential development is feasible. Future road traffic sound levels will exceed MECP guidelines, but feasible means exist to reduce the impact to within acceptable limits. As such, the report recommends the following measures:

- “For large terraces, solid parapet walls with a minimum of 1.07 height are required;
- A central air conditioning system is required for the building;
- Upgraded building constructions will be required for all the rooms of the west, north and south facades as noted in Section 5.3.3 of the report;
- Noise warning clauses should be included in all offers of purchase and sale, and property and tenancy agreements for all units to inform future residents of the road traffic noise impacts and the presence of nearby commercial facilities. See Section 5.4 of the report;
- Tarion Builders Bulletin B19R requires that the internal design of condominium projects integrates suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services of the buildings on its residents. If B19R certification is to be sought, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself are maintained within acceptable levels.”

The above noted recommendations will be implemented at the detailed design stage.

Phase I Environmental Site Assessment

The applicant prepared a Phase I Environmental Site Assessment (ESA) to determine the soil quality at the subject site. The Phase II ESA concludes that the subject lands have low potential for environmental concern, and further notes that no further environmental investigation is recommended.

Tree Inventory and Tree Preservation Plan

A Tree Inventory and Tree Preservation Plan was submitted with the application which contains an inventory of all tree resources over 15 cm diameter at breast height (DBH) on or within 6 metres of the proposed development on private lands, and which evaluates potential tree saving opportunities. The study found a total of 31 trees meeting this definition, 4 of which have since been removed. 20 trees will be removed to

accommodate the proposed development. 1 additional dead tree will also be removed. The applicant will be required to provide compensation to the City due to the tree removal, according to the criteria set out in the City's Tableland Tree Assessment Guidelines. All remaining trees can be saved provided appropriate tree protection measures are installed prior to demolition and construction. The report recommends the following measures to minimize impacts to trees identified for preservation:

- Tree protection barriers and fencing should be erected at locations prescribed in the report;
- Tree protection measures will have to be implemented prior to demolition of existing buildings to ensure the trees identified for preservation are not impacted by the development;
- Branches and roots that extend past prescribed tree protection zones that require pruning must be pruned by a qualified arborist or other tree professional. All pruning of tree roots and branches must be in accordance with good arboricultural standards; and,
- Site visits, pre, during and post construction are recommended by either a certified consulting arborist or registered professional forester to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other mitigation measures are implemented.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 59 points; a silver designation which exceeds the City's minimum Bronze threshold.