

Detailed Planning Analysis

City File Number: OZS-2021-0032

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 efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support 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:

Section 2(h) – the orderly development of safe and healthy communities;

Section 2(j) – the adequate provision of a full range of housing, including affordable housing;

Section 2(l) – the protection of the financial and economic well-being of the Province and its municipalities;

Section 2(p) – the appropriate location of growth and development;

Section 2(q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,

Section 2(r) – the promotion of built form that:

(i) is well designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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 will be 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:

1.1.1 Healthy, Liveable and safe communities are sustained by:

- a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit*

housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- c) 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;*

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*

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

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

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

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*

The property is located within a settlement area that is defined in provincial and municipal planning documents. It is designated “Residential” in the Official Plan and “Mixed-Use One” in the Hurontario – Main Corridor Secondary Plan. These designations permit a wide range of uses and activities, including a range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential uses.

Through the use of zoning controls and urban design guidelines, the built form character of the proposed development will both integrate into the existing neighbourhood, and enhance the character and design of the site itself. The Urban Design Brief includes principles to achieve a visually prominent landmark building with a high-quality public realm and landscape design. Furthermore, the site will have a compact, high-density form that will make for an efficient use of land and infrastructure, and is in proximity to higher-order transit that is under-construction (Hurontario LRT). The proposed development therefore satisfies Sections 1.1.1 a), b), c), 1.1.3.1, 1.1.3.2 a), b), e), f), 1.1.3.3, 1.1.3.4, 1.4.3 b), c), d), e), and f), and 1.8.1 a), b), e), f) 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 (Growth Plan) 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:

2.2.1 (2) Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:

 - a. Have a delineated built boundary;*
 - b. Have existing or planned municipal water and wastewater systems; and*
 - c. Can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:

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

2.2.1 (4) Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- e) provide for a more compact built form and a vibrant public realm including public open spaces;*

2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) encourage intensification generally throughout the delineated built up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The 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 good access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.1.2 c) of the Growth Plan.

There is existing transit service provided by Brampton Transit's ZUM express bus service along Steeles Ave W., as well as several local routes operated by Brampton Transit. Additionally, the proposed development will be located within close proximity to the under-construction Hurontario LRT, currently terminating at the intersection of Hurontario St/Main St S and Steeles Ave. The proposed residential and retail units will add to the existing mix of residential, office, commercial, and institutional uses in the area, and will satisfy policies 2.2.1.(2)c), 2.2.1(4)a), b), c), d), and e), and 2.2.2(3)a), b), c), d), e), and f).

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 and managing resources. It 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:

- 5.3.2.2 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.*
- 5.3.2.3 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.*
- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit services areas.*
- 5.5.3.2.2 Facilitate and promote intensification.*
- 5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.9.2.5. Optimize the use of existing and new Regional transportation infrastructure to support growth in efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*
- 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.

The proposed rezoning will facilitate a high-density mixed-use development located within the Urban System and Regional Urban Boundary as defined by the Regional Official Plan. It will result in the redevelopment of an under-utilized site into a compact urban form that due to its proximity to existing commercial and institutional amenities will be pedestrian-friendly. Since the subject site has a Zum bus stop on its Steeles frontage, is located in close proximity to the Brampton Gateway Transit Terminal and the under-construction Brampton Gateway LRT Station, the proposed development will be transit-supportive. 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. The proposal will also contribute to the overall supply of housing in Brampton, particularly one- and two-bedroom apartment forms. This will help to further diversify the housing stock in the area and in Brampton as a whole. As a result, policies 5.3.2.2, 5.3.2.3, 5.5.1.1., 5.5.3.2.2., 5.5.3.2.3., 5.9.2.5., 5.9.5.2.10., and 5.9.10.2.4. are satisfied.

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's 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 Regional Official Plan.

The subject lands are designated as "Residential" on Schedule A of the Official Plan. The "Residential" designation permits predominantly residential land uses, including a full range of dwelling types ranging from single detached houses to high-rise apartments, and some complimentary uses. As per Schedule 1 – City Concept the subject site is also designated "Communities" and is located within the Gateway Mobility Hub centred at the intersection of Main St S /Hurtonario St and Steeles Ave, and along the Steeles Ave Primary Intensification Corridor.

3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:

- I. Accommodate a significant portion of population and employment growth;*
- II. Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- III. Provide high quality public open spaces;*
- IV. Support transit, walking and cycling for everyday activities;*
- V. Develop in a compact form that will efficiently use land and resources,*
- VI. Optimize the use of existing and new infrastructure and services;*
- VII. Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- VIII. Achieve an appropriate transition of built form to adjacent areas*

- 3.2.2.1 *By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*
- 3.2.5.1.1 *Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.*
- 3.2.5.1.5 *Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within a Gateway Hub shall be considered subject to the provisions of section 5.12.*
- 3.2.5.1.2 *Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.*
- 3.2.6.1 *Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.*
- 3.2.6.2 *Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6.*
- 3.2.6.4 *Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.*
- 3.2.8.1 *The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*
- 4.2.1.2 *The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. 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.*
- *SPA 55 Hurontario-Main Corridor Secondary Plan is an old Secondary Plan Area subject to the old housing and density categories of the official plan*
 - *Apartment or High Density Category, maximum density is 76-198 units/net hectare or 31-80 units/net acre*

- *Permitted housing types are elevator apartments*

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.6 Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.

4.2.1.8 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.

4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.

4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

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

4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).

4.11.4.1 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.

4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

The subject site is strategically located along the Steeles Ave Primary Intensification Corridor and within the Gateway Mobility Hub centred at Main St S/Hurontario St and Steeles Ave. These areas are to accommodate development of greatest mass and highest densities in Brampton. The proposed development will contribute towards the minimum targets for new residential development within the built-up area, as well as towards the Gateway Mobility Hub policies to accommodate 100 to 150 people and jobs combined per hectare. With an FSI of 12.5 and height of 40 storeys, the proposed development exceeds the Gateway Mobility Hub target of 3.0 FSI and targeted height of 3-25 storeys. However, the FSI target applies across the entire Gateway Mobility Hub Area. Similarly, the Primary Intensification Corridor has a targeted FSI of 1.5 over the entire intensification corridor. When considering the entirety of the lands developed by the applicant (i.e. including Phase 1 and 2 of the I2 lands), an FSI of approximately 3.5 is obtained, more closely aligned with both of these targets. The proposed development will contribute significantly to the achievement of these targets and it will result in the formation of a landmark focal-point at one end of an emerging development node. The proposed development is consistent with this Section, as well as Sections 3.2.2.1, 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 12.5 in accordance with section 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. The subject lands are located within an Intensification Corridor and Mobility Hub, and therefore development may exceed 200 units per net hectare. The proposed density is 1,777 units per net hectare. A variety of unit types are proposed, including one-bedroom and two-bedroom with plus den options. Policies 4.2.1.2, 4.2.1.3, and 4.2.1.8 of the Official Plan are satisfied.

The proposal will result in the redevelopment of a vacant and under-utilized site within the built-up area and therefore is considered infill development. Such forms of development are encouraged because they utilize existing infrastructure, including public transit. The proposal is located in close proximity to existing transit infrastructure, including the Brampton Gateway Bus Terminal, and along an existing ZUM express bus route. Additionally, the proposed development will be located in close-proximity to the under-construction Hurontario LRT station located at Steeles Ave and Main/Hurontario St. and the associated Primary Major Transit Station Area (planned). It will help to support the existing, planned, and under-construction transit operations in the area, and as a result will help to achieve policies 3.2.8.1 and 4.5.4.19.

Careful attention has been paid to the building's design to ensure that it is of high architectural quality, and it has gone through Brampton's Urban Design Review Panel process. The applicant submitted an Urban Design Brief, Shadow Impact Study, Noise Study and engineering studies to address, shadowing, drainage, access and circulation matters. The Urban Design brief details the design elements that will be incorporated to achieve a landmark structure that improves the public realm, including the pedestrian environment and connectivity along Steeles Ave and Malta Ave, and addressing the Phase 2 development to the south and existing development in the area. The proposed development's impact on the nearby low-rise neighbourhood will be minimized by featuring a generous setback from Steeles Ave, and by taking the form of a narrow and slender tower set atop a podium. The tower portion will be further set-back from the podium, which will serve to define the street-wall and provide a connection to the built-form of

the Phase 2 development to the south. The proposed development offers various indoor and outdoor amenity spaces within and around the proposed building, including a party room, dining room, internet café, library, children's playroom, gym, and outdoor terrace. The principles that will guide the detailed design of the building at the Site Plan stage have been identified, and City departments and external agencies have reviewed the technical reports and supporting materials, including the Planning Justification Report, Urban Design Brief and Shadow Study, Functional Servicing Report, Noise Impact Study and Transportation Impact Study. The reports and supporting material are satisfactory for sections 4.11.3.1.2, 4.11.3.2.6, 4.11.3.2.7, 4.11.4.1, and 4.11.3.2.7 are maintained.

The proposed development will be consistent with the Brampton Accessibility Technical Standards and promotes universal design principles. 71 units are proposed to be built as accessible units. This satisfies Section 4.2.1.18 of the Official Plan.

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

Hurontario – Main Corridor Secondary Plan (Secondary Plan Area 55)

The Hurontario-Main Corridor Secondary Plan (Area 55) replaced portions of the Brampton South Secondary Plan (Area 16), Brampton East Industrial Secondary Plan (Area 17) and the Fletcher's Creek South Secondary Plan (Area 24) as amended. The general objectives of this plan are to support the urban growth policies of the Growth Plan for the Greater Golden Horseshoe and to plan for a compact, connected and sustainable district supported by higher order transit (including Light Rail). The subject property is designated "Mixed use One" in this Secondary Plan. The following Secondary Plan policies are applicable to this application:

5.1.1 Density

Higher densities will be designated in key locations along the Corridor, in proximity to the transit stops near the intersection of Hurontario Street with Steeles Avenue, Sir Lou Drive and County Court Boulevard. This will allow the greatest number of people to conveniently walk between their homes, shopping, work and other destinations and increases the likelihood that people will use higher order transit, which, in turn, will improve the efficiency and frequency of the transit system. Accordingly, the densities permitted under the various designations in the following sections recognize the varying characteristics along the Corridor.

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

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

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

5.1.2 Building Height

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

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

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

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

5.3.1 General (Mixed-use Policies)

- i) Permitted uses shall include a full range of major office, office, commercial, institutional, cultural, and entertainment uses, medium and high density residential dwellings, live/work units related community facilities and infrastructure.*
- ii) Permitted uses shall be primarily located in medium and high density residential, office and institutional buildings. Both MixedUse and single use buildings shall be permitted*
- iii) High density residential dwellings in accordance with Section 4.2 of the Official Plan shall be encouraged.*
- iv) The co-location of community facilities will be encouraged.*
- v) 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.

vi) *Required Street Wall along Frontage*

The primary building facades along a street represent a street wall. In order to provide an attractive and animated pedestrian environment, a minimum continuous street wall of 95% for most of the frontage on either side of Hurontario Street and Steeles Avenue will generally be in accordance with Appendix C. A minimum continuous street wall of 70% along Ray Lawson Boulevard, Sir Lou Drive, County Court Boulevard and Main Street South, north of Bartley Bull Parkway, will generally be in accordance with Appendix C.

vii) *Building Setback*

Minimal building setbacks are vital to establishing a consistent street wall that invites pedestrian activity.

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

viii) *Setback above Podium*

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

5.3.2 *Mixed-Use One*

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

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

Steeles Avenue West Streetscape

Steeles Avenue West Streetscape Buildings in proximity to Steeles Avenue West shall create visual interest and be of high-quality in materials and architectural design, and shall be consistent with the “Steeles/Hurontario Gateway Design”. Building siting, uses, architectural design and massing shall address the street and support a pedestrian environment along Steeles Avenue.

Loading, refuse collection and service areas shall be completely screened from view from Steeles Avenue West.

5.9.2 *Public Transit*

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

iii) Ultimate development within the Secondary Plan Area is based on the following improvements to the public transit system:

- a) The development of higher order transit along Hurontario/Main Street and Steeles Avenue as an important component of an integrated region-wide transit network.*

5.9.3.1 Roads (Policies)

- iii) Sidewalks shall be incorporated into the design of all streets, parking facilities and public spaces and shall be designed to connect building entrances in accordance with the Urban Form section of this Chapter.*
- iv) As part of the site plan process, shared site access will be required as appropriate in order to reduce the number of driveways fronting the Corridor.*

5.9.4.1 Pedestrian Orientation (Policies)

- ii) New development and redevelopment shall accommodate pedestrians on all streets along a network of connected sidewalks.*
- iii) Wherever possible, streets shall provide landscaped buffers, trees and appropriate pedestrian amenities for pedestrian safety and convenience.*
- 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.*

5.9.5.1 Cycling (Policies)

- ii) Bicycle parking shall be provided by all residential, commercial, institutional, employment, recreational and civic buildings. Residential buildings shall offer secure bike parking at a rate of at least 1 bicycle parking space for every two units and employment uses shall offer secure bike parking at a rate of at least 1 bicycle parking space for every 500 square metres of gross commercial floor space. In addition these buildings are encouraged to provide showers and change facilities;*

5.9.6 Parking

- viii) Should a development propose to exceed parking standards of the zoning by-law, a parking study will be required to support the increase,*
- ix) Transportation Demand Management measures such as unbundled parking, shared parking, priority parking for car-sharing and reduction of parking requirement for employer supported transit passes will be encouraged.*

5.11.1 Urban Form (Design)

- i) *All development within the Secondary Plan Area shall be in accordance with the Urban Design section of the Official Plan and the City's Development Design Guidelines in order to ensure a superior physical and natural environment. The City's Sustainable Community Development Guidelines shall be consulted for the City's built form, community structure and environmental sustainability requirements;*
- ii) *Principles of sustainability shall be addressed including but not limited to providing pedestrian orientation, human scale streetscape, mix of uses, transit supportive densities and designs, accessibility, enhanced public realm, protection of natural and cultural heritage and recreational open space, increasing and contributing to a robust and diversified urban forest canopy on private and public lands, and water and energy conservation. Green Development and Low Impact Development (LID) principles will be encouraged;*
- v) *Streets and buildings shall be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;*

5.11.5 Streets and Streetscapes

- i) *Streets and streetscapes shall be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.*
- ii) *Sidewalks located at major intersections along the Corridor shall be wider to cope with higher pedestrian activity associated with major transit stops and intensified development. All remaining sidewalks widths will vary depending on their location with respect to current or proposed uses, frontage designations and proximity to existing and future transit nodes, which will determine future pedestrian flows.*
- iii) *Sidewalks shall:*
 - a) *Be wide and hardscaped when fronting commercial uses;*
 - b) *Include landscaping and walkways when fronting residential uses;*
 - d) *Provide for cycling routes;*
 - e) *Be sized in relation to the amount of anticipated pedestrian traffic. Generally a minimum 2 meter width will be maintained clear of obstructions such as street furniture, posts, or street plantings. In areas of higher pedestrian traffic the minimum width may increase to 4 metres. In areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery - 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,*

The "Mixed-use One" designation permits a full range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential dwellings, live/work units and related community facilities and infrastructure. A maximum density of 4.0 FSI (Floor Space Index) and building height of 78.0 metres (25 storeys) is permitted. Per Section 5.1.1 of the Secondary Plan, proposals for a density and/or building height greater than the

maximum permitted require justification for the increase as part of a zoning by-law amendment; however, they do not require an official plan amendment. A planning justification report has been submitted and in conjunction with the Urban Design Brief, Parking Study, Traffic study and other technical reports provide sufficient rationale for the requested increase in density. As described herein the proposed development aligns with the Provincial policy directives which support high-density development taking place within the built-up area to take advantage of existing infrastructure and support transit services, such as the under-construction Hurontario LRT. The site's location along the Steeles Ave Intensification Corridor and within the Gateway Mobility Hub centred at the intersection of Main St S/Hurontario St and Steeles Ave also provides a justification with regards to the Brampton Official Plan, as these areas are to be where buildings of the greatest mass and highest densities in Brampton are located. Finally, while the proposed Floor Space Index of 12.5 is in excess of the secondary plan policy, when considering the entirety of the lands developed by the applicant (i.e. including Phase 1 and 2 as well), an FSI of approximately 3.5 is obtained, well under the maximum FSI of 4.0.

The Urban Design Brief submitted with this application covers specific design principles to guide the site and building architectural design, including principles about site elements and pedestrian linkages, landscape and landscape buffers, amenity spaces. This brief also includes principles to encourage place-making that will create a sense of identity to the area surrounding this development. The amenity space will be designed for multi-functional uses. This satisfies Sections 5.9.4.1 ii) to iv) and 5.11.1 i),ii) and v) of the Secondary Plan. Sidewalks and pedestrian connections on the subject lands have also been incorporated into the design. City of Brampton staff is currently engaging with the Region of Peel regarding the Steeles Avenue streetscape. While the applicant's proposal generally aligns with the City's goals for this frontage, it is anticipated that the streetscape will be finalized as part of the detailed design work at the Site Plan stage. Sections 5.9.3.1 iii) and 5.11.5. i)-iii) of the Secondary Plan are satisfied.

A combined bicycle parking rate of 0.52 spaces per unit, of which 0.47 are to be for residents and 0.05 are to be for visitors is proposed. This meets and exceeds Section 5.9.5.1 ii) of the Secondary Plan.

The portion of the site that fronts Steeles Ave W is designated for "Commercial or Institutional Frontage" per Appendix B. The minimum ground floor height should generally be 4 metres for all new buildings required to have commercial or institutional frontages. This portion of Steeles Ave is also designated "Continuous Street Wall (95%)" per Appendix C, meaning that the continuous street wall (building facade along the street) must achieve a minimum of 95% of the length of the front lot line. The building must be built at the Street Line (0 metre setback), with an additional setback of at least 2.5m required above the podium as well (Appendix D). The proposed Zoning By-law Amendment will help to achieve the intent of the Secondary Plan by requiring a minimum gross floor commercial area and permitting a variety of commercial uses. The minimum ground storey height will be 4.5 metres. A continuous streetwall of 90% will be required along Steeles Ave West, a slight reduction that maintains the intent of the secondary plan policy. Similarly, while the proposed setbacks also differ from the Secondary Plan, they do not conflict with the purpose of the policies. A 1.5 metre setback for any portion of the podium below 9m in height is proposed in order to allow a greater public realm and opportunities for "spill-out" activity from the ground-floor retail uses. A 0 metre setback, in keeping with the secondary plan, will be permitted in the podium above 9 metres. The proposed tower setback of 1.5 metres, as opposed to 2.5 metres, is a recognition of the site characteristics and will still provide for an adequate setback. Sections 5.3.1(v) – (vii) of the Hurontario-Main Corridor Secondary Plan are maintained.

As a result of the above analysis, staff is satisfied that the intent of the Hurontario-Main Corridor Secondary Plan is maintained.

Zoning By-law (By-law 270-2004)

The subject lands are currently zoned “Residential Apartment A(3) – Section 2532” in Zoning By-law 270-2004, as amended. This current zone permits a maximum 12 storey apartment, 269 units, and certain institutional and commercial uses. 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.

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 has been subject to a separate application process and the revised site boundaries are not yet finalized, the zoning provisions in this amendment take into account the tentative future lot boundary for Phase 3. This would ensure that the zoning provisions of this amendment remain in compliance should the future Lot Line Adjustment occur.

Built Form:

There are several regulations proposed to manage built form, including building height, lot coverage, setbacks, tower floor area and tower separation. These built form permissions are appropriate in the context of implementing the built form objectives and principles outlined in the applicant’s approved Urban Design Brief.

Density:

Density is regulated by the Floor Space Index (ratio of the building area to the site area), as well as the number of permitted units. The proposed rezoning calls for the introduction of a maximum Gross Floor Area of 32,600 square metres, and a maximum number of units of 462. The requested density permissions are appropriate in this context in implementing the objectives of the Growth Plan for the Greater Golden Horseshoe and the Official Plan.

Technical Requirements

Planning Justification Report

The planning justification report was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Hurontario Main Street Corridor Secondary Plan (Area 55) are satisfied. It is satisfactory to support the proposed Zoning By-law Amendment.

Transportation Impact Study

A transportation impact study prepared by Paradigm Transportation Solutions Ltd. was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, vehicle maneuverings and circulation. It concludes that the Malta Avenue-McMurchy Avenue South and Steeles Ave intersection is forecast to continue operating at an acceptable level of service for the horizon years. Transportation staff are satisfied with the results of the Transportation Impact Study.

Parking Study

Vehicle Parking

A Parking Study prepared by Paradigm Transportation Solutions Ltd. was prepared for the subject site. The study evaluated the required residential parking at a rate of 0.75 spaces/unit. There are no minimum parking requirements within the subject area, with the exception of visitor parking. The proposal would reduce the visitor parking rate from 0.20 spaces/unit to 0.15 spaces per unit. This reduction is supported by the Parking Study which concludes that the visitor parking supply will adequately serve the parking needs for visitors of the Proposed Development, due to the reduced parking demands relating to its geographic setting proximity to transit services. A total of 450 parking spaces provided through 6 levels of underground parking are proposed. Transportation staff are satisfied with the results of the Parking Study.

Bicycle Parking

The Parking Study also includes a section on Bicycle parking. The proposal would reduce the parking rate from 0.5 spaces per unit for residents to 0.47 spaces per unit, and from 0.1 spaces per unit for visitors to 0.05 spaces per unit (per sections 20.3.4 (a) and (b) of the By-law. This reduction is supported through the Parking Study by Hurontario-Main Corridor Secondary Plan (Area 55) policy 5.9.5.1 (ii) which requires secure bike parking to be provided at a rate of one space for every 2 units inclusive of both residential and visitor spaces. The proposed combined rate of bicycle parking for the proposed development of 0.52 exceeds this requirement. Since the Secondary Plan more closely reflects the demand for bicycle in the area of the subject site, Active Transportation Staff are satisfied with the results of the Parking Study as it relates to the proposed bicycle parking rates.

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 44 points that satisfies the City's Bronze Threshold.

Noise Feasibility Study (Acoustical Report)

An Acoustical Report was prepared by HGC Engineering to determine noise impacts on the proposed development. The report finds that the primary source of noise impacting the site is road traffic on Steeles Avenue. It recommends several measures be implemented to reduce the impact of noise. Engineering staff are satisfied with the results of this study, and find it capable of supporting the requested Zoning By-law Amendment.

Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Ltd. and contain an inventory of all tree resources over 15 cm diameter at breast height (DBH) on or within 6 metres of the subject site. No trees are proposed to be preserved on the subject site. Open Space Staff is satisfied with the results of the inventory and plan.

Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment was prepared by This Land Archaeology Inc. to determine the potential for archaeological resources to be found on the site. No archaeological resources or artifacts were found on the site. Heritage staff is satisfied with the findings of these assessments.

Phase 1 Environmental Site Assessments

Since a Record of Site condition (RSC) was filed for the property supporting the development more than 5 years ago, and amended Phase One Environmental Site Assessment was requested by staff. The amended Phase 1 Environmental Site Assessment (ESA) was prepared by Soil Engineers Ltd. The study has revealed a low environmental concern pertaining to the subject site, with no need for further environmental investigation. Staff agree with the findings of this report.

Urban Design Brief

An Urban Design Brief was prepared by Bousfields Inc. in compliance with the City of Brampton's Development Design Guidelines. The Brief develops a vision for the site that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian-friendly development that achieves diversity in residential housing. The Urban Design Brief has been approved by Urban Design staff.

Functional Servicing Report

A Functional Servicing Report prepared by Schaeffers Consulting Engineers was prepared in support of this development 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.

Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

Stormwater Management

The proposed stormwater management plan for the site is to control post development stormwater runoff by utilizing on-site storage and to provide water quality measures.

Sanitary Servicing

The site will be served by an existing 250 mm sanitary sewer, located within the Mast Drive right-of-way.

Water Supply Servicing

It is proposed that that service to the site be provided by the existing 300 mm diameter watermain located to the west of the site within Malta Avenue.